

REPORT TO THE LEGISLATURE OF THE STATE OF CALIFORNIA



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PREFACE

This report was mandated by the Brandi Mitock Safe Drivers Act, Senate Bill (SB) 335, (Hayden, Ch. 985, Stats. 2000) and was prepared under the direction of the Business, Transportation and Housing Agency (BT&H). This report is the final product of a multi-disciplinary task force that identified potential sources of funding and modes of transportation for individuals who have lost their driver license for failure to pass a visual test or a written or behind-the-wheel driving test. For clarity, the Brandi Mitock Safe Drivers Act is referred to as SB 335 throughout the report.

The task force was organized by BT&H, and composed of core members representing the Department of Motor Vehicles (DMV), the Department of Transportation (Caltrans), and the Health and Human Services Agency. Other task force members represented a broad coalition of constituencies and interest groups that were impacted by the bill. They included senior advocates, representatives of the disability community, statewide transit organizations, local government, and chief motor vehicle and law enforcement officials.

Since January 2001, the full task force has held several organizational meetings to define the project scope, and gather information on the available transportation modes and potential funding sources. Although it was not required by SB 335, to assist the Legislature in achieving its goal of providing transportation alternatives for persons who have lost their driver license, the task force also provided information related to the DMV driver testing process, driver profiles, geographic locations of persons who have lost their driver license, and factors impacting the utilization of existing transportation services. This report is the final product of those efforts.

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TRANSPORTATION IN CALIFORNIA FOR INDIVIDUALS WHO NO LONGER DRIVE

**REPORT TO THE LEGISLATURE
OF THE STATE OF CALIFORNIA**

**IN ACCORD WITH SENATE BILL 335
CHAPTER 985, 2000 LEGISLATIVE SESSION**

APRIL 2002

**GRAY DAVIS
Governor**

**MARIA CONTRERAS-SWEET, Secretary
Business, Transportation and Housing Agency**

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EXECUTIVE SUMMARY

The Brandi Mitock Safe Drivers Act, SB 335 (Hayden, Ch. 985, Stats. 2000), requires the Business, Transportation and Housing Agency (BT&H) to establish a task force to analyze potential sources of funding and modes of transportation for persons who have lost their driver license due to a failure to pass a visual test or a written or behind-the-wheel test. SB 335 requires BT&H to prepare and submit a report on the findings of the task force to the Legislature not later than July 1, 2001.

Pursuant to SB 335, this report identifies the potential funding sources and modes of transportation for persons who have lost their driver license. This was accomplished based on an analysis of transportation modes and consultation with selected outside sources, such as the Beverly Foundation, a non-profit community based organization, to identify the transportation alternatives that are currently used by people who do not drive. In addition, input was received from ridesharing organizations and the Health and Human Services Agency, which provides various state and federal-funded transportation services for clients served by this Agency.

An analysis of the following two elements was required by SB 335:

- ◆ Potential Funding Sources – The various federal, state and local funding sources available to the state for transportation services and programs.
- ◆ Modes of Transportation – The number and varied types of transportation services available throughout the state.

In addition, the task force believed it was important to provide the Legislature with the following additional information not required by SB 335:

- ◆ DMV Driver Testing Process – DMV policies and procedures that govern the issuance, suspension and revocation of driver licenses.
- ◆ Driver Profiles – A quantifiable measurement of the target population identified in the bill.
- ◆ Maps and Graphics of Target Population and Transportation Services – Where the target population resides in the state, with a corresponding array of some of the existing public transit services by geographic areas.
- ◆ Utilization of Transportation Services – Factors that may impact patron use of the existing transportation system.

A discussion of all six elements follows.

Modes of Transportation (pages 16 through 18)

Based on a review of available transportation modes, there are a wide variety of services that already exist. However, in many rural areas throughout the state, services vary significantly and may or may not be adequate or available to meet all the mobility needs of the target population.

Key elements:

- ◆ California has an existing extensive transportation system of public transit, and private for-profit and non-profit community-based transportation services available to persons who no longer drive.
- ◆ The types of transportation modes available vary throughout the state, ranging from fixed route bus and paratransit vehicles, to passenger service provided in a private automobile.

Potential Funding Sources (pages 19 through 35)

The funding sources were derived from a review of existing federal, state, and local transportation funds. Each fund source was analyzed to identify the purpose of the funds (i.e., capital and/or operating), the population served, the amount available, and eligible uses.

Key elements:

- ◆ There is a wide variety of funding sources for transportation services and programs available to California.
- ◆ Most of the funding sources have prescribed eligibility criteria and restrictions on their use.

DMV Testing Process (pages 1 through 3)

The SB 335 task force was mandated to look at potential funding sources and modes of transportation “for persons who have lost their driver’s license due to a failure to pass a visual test or a written or behind-the-wheel driving test”. However, it is not possible to readily identify all persons who have lost their driver license as a direct result of having failed a Department of Motor Vehicles (DMV) test.

Key elements:

- ◆ The recording of a person’s test results on the DMV database is tied to having a pending driver license application in process by DMV, which normally happens only at the time a person applies for an original driver license or when a driver renews the license. While this process results in

DMV capturing about 96 percent of all test results, about 4 percent of tests are administered outside the application process and are not recorded on the database and, therefore, are not readily available.

- ◆ On the other hand, most individuals lose their driver license following various types of referrals to DMV at a time outside of the regular renewal process. This means there is no pending driver license application, and no record of the test results on DMV's database. When tests are taken, the results are recorded only in paper case files kept in the individual driver safety offices dispersed throughout the state.

Driver Profiles (pages 4 through 7)

Although not required by the bill, the task force members agreed that a profile of who the drivers are that are impacted by SB 335 would be essential information to provide to the Legislature on the target population the bill is intended to serve. However, based on the constraints of DMV's existing process of electronically recording test results, which are discussed in detail in the DMV Testing Process section, that entire population cannot be readily identified with 100 percent accuracy. More importantly, DMV does not suspend or revoke most driver licenses solely on the basis of failing a test. Nevertheless, DMV did identify three groups of persons who closely fit the profile specified by the Legislature.

To accomplish this, DMV completed a file pass of the more than 30 million records in the driver license database. An analysis of the file pass identified approximately **55,000** persons who closely fit the profile of persons who have lost their driver license after failing at least one DMV test. However, the total number of persons who no longer drive as a result of a physical or mental condition which prevents them from continuing to drive safely, including those individuals who have stopped driving voluntarily, without DMV intervention or contact, could be considerably higher.

Key elements:

- ◆ It is not possible to identify with 100 percent accuracy, all of those persons who have lost their driver license due to a test failure, because test results are recorded electronically only at the time of driver license renewal, and most people lose their driver license outside of this process, through referrals from law enforcements, physicians, family members, etc.
- ◆ DMV did identify approximately **55,000** people who lost their driver license following a test failure. Given the current statutory and program requirements, however, DMV cannot account for the many individuals who voluntarily give up driving without any contact with DMV.

Maps and Graphics (pages 8 through 13)

We have provided various displays of the population impacted by SB 335, and some of the existing transportation system. The four maps provided are:

- ◆ M1- A display of all 55,000 persons who have lost their driver license by where they reside in the state.
- ◆ M1A - A display of many, but certainly not all, of the existing regional and local rail and bus transportation systems throughout the state.
- ◆ M2 - A display of the total population of persons, who have lost their driver license for an underlying mental condition (4,921 individuals), by where they reside in the state.
- ◆ M3 - A display of the total population of persons, who have lost their driver license for an underlying physical condition (45,296 individuals), by where they reside in the state.

Utilization of Transportation Services (pages 14 through 15)

California's transportation system is comprised of a variety of modes of travel and options to purchase transportation services. Although not required by SB 335, the task force believed that a general discussion of the factors impacting the ability of individuals to take advantage of these transportation services would be useful to the Legislature.

Key elements:

- ◆ Availability
- ◆ Adequacy
- ◆ Accessibility
- ◆ Awareness
- ◆ Affordability
- ◆ Acceptability

Pursuant to SB 335, it is the intent of the Legislature to provide, by January 1, 2003, an affordable and equitable mode of transportation for persons who have lost their driver license for failure to pass a visual, written, or behind-the-wheel driving test. Although the additional information provided in this report was not expressly required by SB 335, the task force believed it would be essential in meeting the Legislature's intent. The task force acknowledges that much more complete and specific data on what transportation options are currently available and actually utilized by this population would need to be gathered and analyzed before California could develop a comprehensive, affordable, and equitable system.

DMV TESTING PROCESS

The task force established by SB 335 was mandated to look at potential funding sources and modes of transportation “for persons who have lost their driver’s license due to a failure to pass a visual test or a written or behind-the-wheel driving test”. However, it is not possible to readily identify all persons who have lost their driver licenses because they failed a Department of Motor Vehicles (DMV) test. To appreciate this, it is important to understand the driver license testing process at DMV.

A principal component of DMV’s mission is to enhance traffic safety through the testing and monitoring of drivers. The driver license testing process is primarily used by DMV as part of an early warning system, which is intended to help identify at risk drivers.

The first step in the driver license issuance process is for the applicant to fill out the basic Driver License or Identification Card Application form. The application costs either \$12 (for originals) or \$15 (for renewals) and is valid for 12 months. This fee entitles the applicant to a vision test, and three attempts at the written test and three attempts at the driving test. If the vision test is failed, the individual is referred to their eye doctor for further evaluation. If three written or drive tests are failed, or if the 12 month period elapses before all requirements are met, the application expires and is no longer valid. During the 12 months that an application is valid and pending, all vision, written and driving test results are recorded on the DMV database.

It is important to note here that the *automatic recording* of the test results on DMV’s database is tied to the 12-month pending application process. If a contact is made between renewal cycles which requires testing there is no pending renewal application, and the test results will be recorded only in paper case files, rather than electronically on the database.

If a renewal application expires due to three test failures, the DMV can take a suspension action if it determines that the applicant cannot drive safely, or DMV can allow the applicant to pay another fee and start the testing process again. The applicant is once again entitled to three written tests and three driving tests, unless they are first suspended or determined to be ineligible for licensure for other reasons. For example, an individual may fail three drive tests, therefore, voiding the application. If the examiner believes there is a chance for improvement, then they can let the applicant apply for a second application. If a fourth drive test is failed (the first attempt on the second application), the examiner could take a suspension action.

All *three* DMV tests—vision, written, and driving—are normally administered only at the time of original applications, therefore, a person renewing their driver license does not normally take a driving test. Also, the applicant may take only an abbreviated written test if they have a good driving record. DMV does have the discretion, however, to administer all three tests at any time they believe it is appropriate.

For example, DMV may want a person to take all three tests if they have determined the individual is an at risk driver. “At risk” means that DMV has received information from a physician, traffic officer, family member, or from DMV records or personnel through direct observation that the person may no longer be able to drive safely. DMV may also identify at risk drivers through its Driver Safety programs, such as the negligent operator program where individuals with too many points on their driving record may be called in for evaluation.

In California, most at-risk drivers do not come to the department’s attention at the time they are renewing their driver licenses. There are a relatively small number of people who lose their driver license during the application process at the time of renewal. *The vast majority of people who lose their driver license are suspended or revoked outside of the scheduled application process and between renewal cycles through the referral process.* Many of them still have one, two, three, or four years left on their current driver license, and they are not required to pay a fee and start an application. Hence, there is no business need and no mechanism in DMV’s current system design for the automated recording of test results unless there is a pending application. All other test results, as stated previously, are manually recorded in the individual driver’s case files.

While DMV has the authority to refuse, suspend, or revoke a driver license when a person fails a driving test, the department does not generally suspend a driver license solely on the basis of test failures. *Most persons who lose their driver license for reasons unrelated to a poor driving history or court convictions, lose the license as the result of underlying physical and mental (P&M) medical conditions that prevent them from driving safely.* Examples of physical conditions that might result in the loss of your driver license are visual impairment and cardiovascular problems; examples of mental conditions are dementia and lapses of consciousness.

As stated above, DMV’s testing process serves primarily to detect persons who may present a danger on California’s roadways. When a person fails a test, and evidence of a serious underlying physical or mental problem comes to DMV’s attention, DMV will investigate the driver’s ability to drive safely using its reexamination process.

During DMV's reexamination process, the vision, written or drive tests may or may not be administered, depending on the nature and severity of the underlying P&M medical problem, and the value of testing to assess the effect the underlying P&M problem has on driving.

Example: Often when a traffic officer refers an individual to DMV, the officer notes on his report that the individual who was involved in a traffic collision seemed "disoriented" when the officer tried to speak to them. The DMV Driver Safety hearing officer will request medical information from the driver's physician. If the medical information indicates a diagnosis of moderate dementia, the driver license will be suspended immediately.

Even when a test is failed during the reexamination process, the loss of the driver license is not directly or exclusively the result of the test failure, but is due to the underlying P&M condition. DMV's reexamination process is designed to uncover any underlying P&M conditions that may prevent the person from safely driving a motor vehicle. A person who has a serious P&M condition, which affects their ability to drive safely, may have their driver license suspended or revoked or, alternatively, may have various driving restrictions or reporting requirements imposed on their driving privilege.

DRIVER PROFILES

To identify the individuals impacted by SB 335, a file pass was done against the more than 30 million records in the Department of Motor Vehicles' (DMV) driver license database. The file pass was run on February 1, 2001. This resulted in the identification of three groups totaling approximately 55,000 people, which closely resemble the criteria set forth in the bill. That is, the individual must have lost their driver license, and the individual must have failed either the vision, written, or driving test. To *lose* a driver license an individual must have had one to begin with, so original applicants were excluded. Also, DMV excluded individuals where no test failure was involved. The three groups identified by the file pass are discussed in detail below.

Using data compiled by DMV, the 55,000 individuals in these three groups appear to greatly underrepresent the total number of individuals who no longer drive. This is based on national studies that show that up to 93 percent of individuals stop driving voluntarily, without intervention from DMV. Also, many individuals lose their driver license without *taking* any tests, hence, they haven't *failed* any tests and, therefore, do not fit the SB 335 profile.

The 93 percent estimate is based on research conducted in both the United States and Great Britain. The University of North Carolina Highway Safety Research Center contacted 2,510 people age 65 and over in a nationwide telephone survey, including a sub-sample of 170 former drivers. This group initially was asked a series of general questions including "what was your primary reason for quitting?" Only 2.4 percent responded "license not renewed", referring to an official DMV action. The same sub-sample was then given a series of specific choices to describe the reason for stopping driving. A total of 7.3 percent of the respondents listed "license examiner would not renew my license" as the reason. A British study of 339 former drivers conducted by the AA Foundation for Road Safety Research, Automobile Association, Basingstoke, measured when and why people gave up driving. Again, general responses were sought, and none of the 339 indicated loss of license resulting from official DMV action. A smaller sampling of 20 ex-drivers conducted by the Transport Research Laboratory, Crowthorne, found that half the sample stopped without consultation with anyone, the other half after consultation with family, and apparently none as a result of DMV activity. Fifty-five percent of this smaller sample retained a valid driver license even after giving up driving.

This report attempts to document as clearly and accurately as possible the population impacted by SB 335. If further detail is desired, it can be provided by the Department of Motor Vehicles.

Group One

Group One is people who have lost their driver license because they have been suspended or revoked at the time they were attempting to renew. Group One is the group that most closely resembles the criteria in SB 335, and includes **3,916** individuals, the smallest number of people. Because they were renewing, each of these individuals had a pending driver license application, and failed at least one vision, written, or driving test. However, *the reason* each of them had their driver license suspended was because of a physical and mental (P&M) condition, and not for failing a test.

These are individuals who lost their driver license due to a physical or mental (P&M) condition while renewing their driver license. However, the vast majority of drivers who lose their driving privilege due to a P&M condition are referred to DMV by traffic officers, physicians, family members, and members of the public outside of their normal driver license renewal cycle.

Example: An individual goes into a DMV field office to renew his driver license. He is unable to pass the vision screening test that is routinely conducted in DMV's field offices for renewal applicants. He is then referred to his eye doctor for more specific information. When he returns with information from his ophthalmologist or optometrist, his doctor has noted on the DMV vision referral form (DL 62) that the driver has been diagnosed with a progressive eye disease, and his vision will continue to deteriorate in the future. At this point, DMV will generally take the driver out for a drive test to allow the driver the opportunity to demonstrate that he can compensate for his vision problem. If the driver fails the drive test, DMV will suspend his driving privilege. If the driver passes the driving test, he will be issued a one or two year "limited term" driver license. (Since he has a progressive eye disease, the normal five-year term would not be appropriate.) Also, restrictions appropriate to his vision loss may be imposed, e.g., no driving at night.

Group Two

Group Two is people who have lost their driver license because it expired, and they have failed three DMV tests. Group Two consists of **5,206** individuals who, while attempting to renew their driver licenses, have failed either three written or three driving tests. As explained in the prior section on the DMV Testing Process, a driver license application is void after three test failures. At the time the file pass was run, these individuals had lost their driver licenses because they failed a test three times. Although these

drivers will not be licensed at this time, there is no suspension or revocation action on their driving record.

It is important to note, however, that many of these individuals will likely soon pay another application fee, pass the required tests, and ultimately be licensed. For most of these drivers, the lack of a driver license is only a temporary situation based on their temporary inability to pass a written or drive test. Only a minority of these drivers will lose their licenses long term or permanently.

Example: A 25 year old woman goes into a DMV field office to renew her driver license. She has waited until the last minute and only has one day left on her current license. She has not studied the driver handbook since she received her original license at the age of sixteen. Consequently, she fails three written tests, at which time DMV does not renew her driver license and closes out her current driver license application. She is advised to take a driver license handbook home to study and return after she feels she has learned the information. She returns to the DMV field office one week later and pays another \$15 driver license application fee. She then, on her fourth attempt, passes the written test and her driver license is renewed. However, for the six days between applications, she is unlicensed.

Group Three

Group Three is people who have lost their driver license because they have been suspended or revoked, outside of their regular renewal cycle. The actual count in Group Three is 118,965 persons. These are individuals who lost their driver license due to a P&M condition, outside of the normal renewal cycle, via referrals from physicians, traffic officers, family members, or other concerned individuals. Of this group, DMV estimates that approximately **46,000** took and failed a test and, therefore, meet the criteria set forth in SB 335. The remaining group of approximately 73,000 individuals did not take a test and, therefore, do not meet that criteria.

To determine whether or not an individual had taken and failed a test, DMV conducted an in-depth analysis of the various P&M suspension reason codes disclosed that approximately 39 percent of the total group took and failed tests. Thirty-nine percent of 118,965 is approximately 46,000 persons.

It is important to explain how 73,000 persons in this group could be suspended without taking any tests, and why DMV could not determine the exact count with certainty. This entire group of 118,965 persons was referred to DMV outside the normal renewal process. Drivers may have anywhere from one to five years left on their current driver license before it is time to renew. Since it is not time to renew, no pending application is started, hence no automated test results are recorded, since test results are tied to having a

pending application. DMV does have actual test results (if any) on all of these individuals; however, they are contained in paper, hardcopy case files within the individual Driver Safety offices located throughout the state. A manual review of all 118,965 case files would be necessary to determine exactly what tests were taken and failed.

Example: A traffic officer notes in his report that when the officer responded to a traffic accident one of the drivers involved seemed “disoriented”. The officer refers the individual to DMV with this information. When a hearing officer sees the individual, medical information is requested from the referred driver’s physician. When the medical information is received, it indicates the person has been diagnosed as being in the early stages of dementia. Under these circumstances, DMV’s medical guidelines authorize and require that DMV administer a driving test to this driver to determine if the driver can still drive safely given his medical condition. A driving test is administered, but the individual is unable to pass it. Based on the physician’s diagnosis, DMV’s established medical guidelines, and the driver’s inability to pass the driving test, the person’s driver license is suspended.

Using the same scenario, only this time the information from the driver’s physician indicates the person is in the advanced stages of dementia, or has an uncontrolled lapse of consciousness disorder. Based on this diagnosis, the person would be suspended immediately, without taking any tests. It is individuals such as these who make up the approximately 73,000 persons who do not meet the criteria in SB 335, because they did not fail a test.

Persons Who Voluntarily Stop Driving

SB 335 excludes persons who stop driving voluntarily, as they have not failed any test at DMV. However, various national studies on this subject put the number of people who stop driving voluntarily, without DMV intervention, as high as 90-97 percent. Even a conservative estimate of the total population in California that has stopped driving voluntarily without any contact with DMV would be extremely higher than 55,000 persons, and could potentially increase each year as people live longer.

MAPS, GRAPHICS AND UTILIZATION

To identify the individuals impacted by SB 335, on February 1, 2001, a file pass was run against the more than 30 million records in the Department of Motor Vehicles' (DMV) driver license database. This resulted in the identification of three groups, totaling approximately 55,000 people, which closely resemble the criteria set forth in the bill. These groups are identified as Group One (3,916 people), Group Two (5,206 people), and Group Three (46,000 people) in the Driver Profiles section of this report.

The three groups identified in the Driver Profiles section are displayed in various ways on the maps in this section. For example, Map M1 displays the entire population of approximately 55,000 people by geographic location throughout the state. The 5,206 individuals in Group Two (three-time test failures) are not displayed on the maps, since the vast majority of them will ultimately regain their driver license. The remaining population of approximately 50,000 people in Groups One and Three are divided between Maps M2 and M3. Map M2 displays individuals with mental conditions who lost their driver license from both Groups One and Three, while Map M3 displays individuals with physical conditions who lost their driver license from both Groups One and Three.

Persons with underlying mental conditions were identified because they have needs that may not be met by traditional transportation services. For example, a bus pass would be of little value to someone with Alzheimer's. The same applies to persons with underlying physical conditions, i.e., they may have specific needs that require specialized transportation services.

Many varied transportation services already exist and are available for people who no longer drive. For example, most counties provide public transit and paratransit services, however, the availability and level of services provided varies widely from county to county, and city to city. Because the population identified is not a homogeneous group, their existing transportation needs will be diverse, and the potential funding sources to pay for those needs will also be varied.

Map M1A displays most of the existing regional and local rail and bus transportation systems in the state. This map can be useful when considering which modes/systems of transportation are currently available in a given geographical area, and which types of modes/systems may be made more available. There may be additional local transportation systems not represented on this map due to the unavailability of that information.

What may not be readily apparent in this display is the potential impact of the lack of transportation services in rural areas. While the *numbers* of people in rural areas are smaller than those in urban areas, the impact of a disparity in transportation service may be felt disproportionately by rural residents. For example, consider two people, one living in a rural area and the other living in an urban area, neither of whom have access to an adequate bus system. Certain services, e.g., grocery stores, may be within walking distance for the person in the urban area, while the nearest grocery store may be several miles away from the person in the rural area. Also, the impact may be even greater on the smaller, less populated rural areas that are least likely to be able to afford and provide transportation options to the fixed route bus system.

Map M1

The results of the DMV file pass identified **55,000** persons who closely fit the profile of persons affected by SB 335. This map displays this total population by where they reside in the state.

The information extracted from DMV's database contained the zip code of each person identified, which was used to indicate their geographical location. This map displays the distribution of the total 55,000 persons throughout the state.

The color-coding throughout these maps indicates the various densities by zip code for the represented population. That is, each color indicates a specific range of how many people who have lost their driver license by criteria that closely match the profile required by SB 335 reside within each zip code of that color.

Viewing the statewide distribution of this population should prove helpful in assessing their transportation needs.

Interpretation of Map

- ◆ A total of **55,000** persons who have lost their driver licenses are represented on this map.
- ◆ The high-density location patterns for this population generally follow the density location patterns of the general population.
- ◆ The highest densities of these persons are generally in urban/suburban settings, and often in areas that include a significant number of retirement communities (e.g., the San Diego area).
- ◆ The highest density zip code, which represents **1,065** persons, is located in Orange County.



Drivers Suspended / Revoked for Physical & Mental Reasons and 3X Test Failures

Density by Zip Code

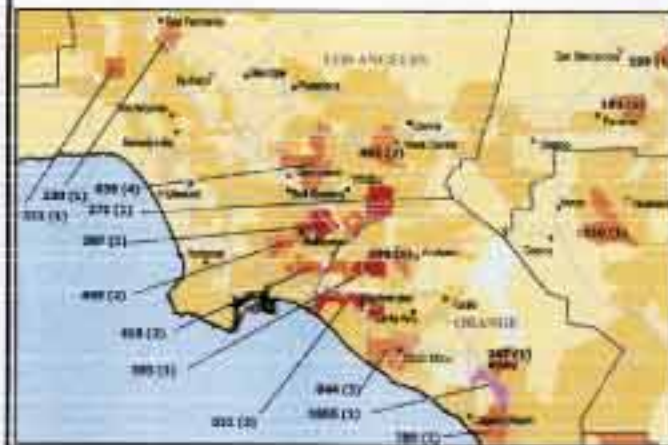
None	Persons Per Zip Code
1 - 54	
55 - 100	
101 - 200	
201 - 370	
1000	

55,000 Total Population

February 2001

Interstate & US Highways
California Highways

Water Bodies
Counties



Map - M1

Map M1A

This map displays many existing regional and local rail and bus transportation systems and can be contrasted to Map M1, the population impacted by SB 335. This contrast can be a useful starting point when considering which modes/systems of transportation are currently available in a given geographical area, and which modes/systems may need to be made more available.



Public Transportation Networks

- Local Bus Transportation Network
- Passenger Rail Network
- Interstate & US Highways
- California Highways
- Water Bodies
- Counties

February 2001



Map - M1A

Map M2

This map displays the total population of persons who have lost their driver licenses for underlying mental conditions, by where they reside in the state.

This subgroup represents 4,921 persons from Groups One and Three who lost their driver licenses for reasons relating to an underlying mental condition. Consequently, the transportation needs for this subgroup are likely to be significantly different from the rest of the population who lost their driver licenses. Many of these people cannot navigate alone, and will require fairly constant supervision or oversight regardless of the transportation services available to them. For these reasons, a separate map for this subgroup was provided.

The color-coding on this map indicates the various densities, by zip code, for the represented population. That is, each color indicates a specific range of how many people, who have lost their driver license for underlying mental conditions, reside within each zip code of that color.

Interpretation of Map

- ◆ A total of **4,921** persons who have lost their driver licenses due to mental reasons are represented on this map.
- ◆ The high-density location patterns for this population generally follow the density location patterns of the general population.
- ◆ The highest densities of these persons are generally in urban/suburban settings, and often in areas that include a significant number of retirement communities (e.g., the San Diego area).
- ◆ The highest density zip code, which represents **181** persons, is located in Orange County.



Driver Licenses Suspended / Revoked for Mental Reasons

Density by Zip Code

None

Persons Per Zip Code

1 - 25

26 - 50

51 - 75

76 - 100

101



4,921 Total Population

February 2001

Interstate & US Highways
California Highways

Water Bodies

Counties



20 0 20 40 Miles



Map - M2

Map M3

This map displays the total population of persons who have lost their driver licenses for underlying physical conditions, by where they reside in the state.

This subgroup represents 45,296 persons from Groups One and Three who lost their driver licenses for reasons related to an underlying physical condition. Consequently, the transportation needs for this subgroup are likely to be significantly different from the rest of the population who lost their driver licenses. Many of these people have special physical access and endurance problems, and will require special access accommodations or ambulatory assistance regardless of the transportation services available to them. For these reasons, a separate map for this subgroup was provided.

The color-coding on this map indicates the various densities, by zip code, for the represented population. That is, each color indicates a specific range of how many people, who have lost their driver license for underlying physical conditions, reside within each zip code of that color.

Interpretation of Map

- ◆ A total of **45,296** persons who have lost their driver licenses due to physical reasons are represented on this map.
- ◆ The high-density location patterns for this population generally follow the density location patterns of the general population.
- ◆ The highest densities of these persons are generally in urban/suburban settings.
- ◆ The highest density zip code, which represents **345** persons, is located in Orange County.



Driver Licenses Suspended / Revoked for Physical Reasons

Density by Zip Code

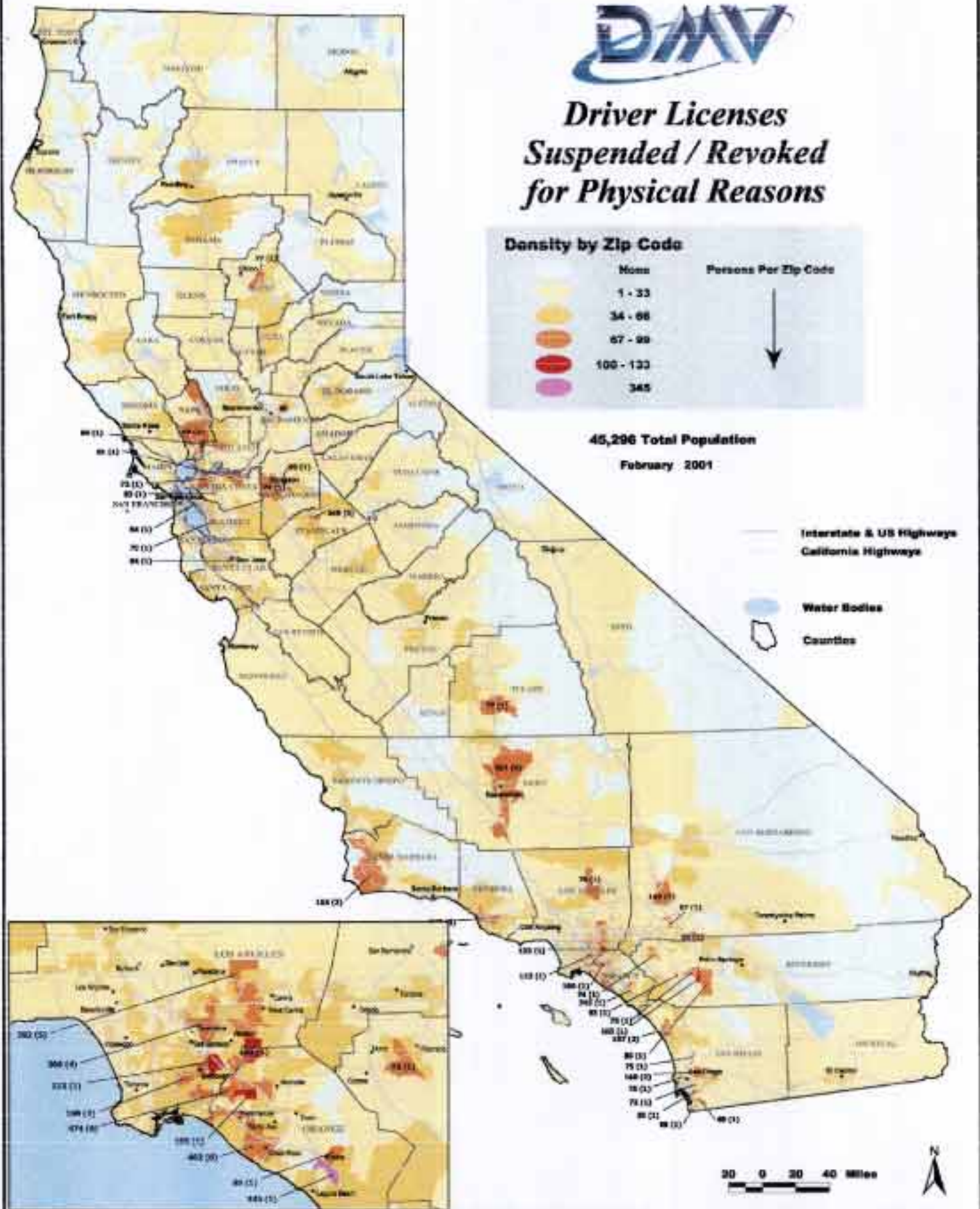
	Moos	Persons Per Zip Code
	1 - 33	
	34 - 66	
	67 - 99	
	100 - 133	
	345	

45,296 Total Population

February 2001

Interstate & US Highways
California Highways

Water Bodies
Counties



UTILIZATION OF TRANSPORTATION SERVICES

California's transportation system is comprised of a variety of modes of travel and purchase of services, as described. Although a report on the use of such services is not specifically required by SB 335, the ability of individuals to take advantage of these transportation services is contingent on a variety of factors. This information can be useful in assessing whether there is a need for additional transportation systems and the value of existing transportation systems to meet the mobility needs of this population.

As discussed below, these factors may include availability, adequacy, accessibility, awareness, affordability, and acceptability of the transportation services.

Availability

The availability of transportation services varies significantly throughout the state, depending on the geographic location (e.g., larger urban areas compared to rural areas) and population density to support public transit systems.

Adequacy

The adequacy of transportation services refers to whether those services are sufficient to meet the level of need for the population served in a given community. In many instances, the service may be available, but the service routes do not reach the patrons that need to be served, it may take an unreasonable length of time to be picked up or to obtain a reservation (e.g., Dial-A-Ride), and schedule times are not conducive to patron usage (e.g., no evening or weekend service).

Accessibility

Accessibility is the ease by which individuals can obtain and use the transportation services. Although significant progress has been made in California to eliminate physical barriers to transportation, many services are limited in capacity to meet the wide range of mobility needs of many individuals, such as elderly and disabled persons. The variety of paratransit and shared ride services, which are operated by municipal transit agencies or social service organizations, often lack flexibility in scheduling. Appointments generally must be made 24 hours or more prior to any requested trip. Despite the efforts to make public transit easier to use, many elderly and disabled people still have difficulty boarding buses, rail cars and vans.

Awareness

Awareness addresses whether potential patrons are familiar with the existence of the transportation services in a community. Route and schedule changes, and the inability to understand printed schedules and the knowledge of the cost of services, limit confidence in using available transportation. Barriers due to improper trip planning, and lack of coordination of transportation services, transit itineraries, and information services could be mitigated by better marketing and public awareness campaigns. Appendix B provides additional information on Transit Trip Planning.

Affordability

Affordability pertains to whether the cost of transportation service is within the user's financial means and, therefore, has a direct relationship on whether that service is used by patrons. Many transit dependent individuals live on fixed incomes that may dictate what type of transportation service is used.

In most communities, there are discounts available to seniors and persons with disabilities for public transportation. Some of these discounts are in the form of reduced fares or the purchase of monthly passes or books of tickets sold at a discount. However, the amount people have to spend on transportation versus their disposable income may create obstacles to using public transportation.

Acceptability

The extent to which services are scheduled and delivered in accordance with the consumer's desires determines its acceptability. The use of transportation modes is determined by convenience, ease of use, flexibility, and the confidence that one feels in their ability to successfully use the modes of transportation. The foremost recurring themes among elderly persons are their perceptions of personal safety, fear of crime and victimization, and the lack of convenience afforded by public transit. An indication of how these factors affect usage can be determined from federal personal transportation surveys that show among people 65 and older, less than 5 percent of all trips are made by public transit of any sort, and more than 90 percent are made by private vehicle.

MODES OF TRANSPORTATION

SB 335 requires the task force to analyze the modes of transportation that are available for persons who have lost their driver licenses due to a failure to pass a visual, written or behind-the-wheel driving test. This section discusses the alternative modes of transportation for persons who have lost their driving privilege.

Fixed Route: Service provided on a repetitive, scheduled basis along a specific route, with no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and exit, and the use of larger transit vehicles. The four most common types:

- ◆ **Bus:** A rubber-tired motorcoach that is designed for roadway operation to transport a large number of persons for public transportation service.

- ◆ **Commuter Rail:** Short-haul rail passenger service operating in metropolitan and suburban areas, usually characterized by discounted monthly passes, multiple ride, and commutation tickets and by morning and evening peak period operations. The portion of passenger railroad operations that carry passengers within urban areas, or between urban areas and their suburbs, differs from rapid transit in that the passenger cars generally are heavier, are diesel powered, the average trip lengths are usually longer, and the operations are carried out over tracks that are part of the general railroad system in the area.

- ◆ **High Speed Rail:** A high speed (over 125 mph), high capacity passenger train system using exclusive fixed guideways. Grade separated and level station platforms are used for boarding passengers.

- ◆ **Light Rail:** Rail transit with a "light" volume of rider capacity, as compared to "heavy" rail with higher density seating per rail car. Light rail may be on exclusive or shared rail right-of-way and includes streetcars and trolley cars, usually powered by overhead electric wires.

Dial-A-Ride: These are flexible transportation services, operated publicly or privately, but more structured than the use of private automobiles. They are systems in which door-to-door transportation is provided to patrons who request service by telephone, either on an ad hoc or subscription basis. Typically, it is a small scale operation using low capacity vehicles (e.g., dial-a-ride, jitney, mini-bus, subscription service, van pools, etc.).

Complementary Paratransit: The Americans with Disabilities Act requires all public entities, that operate fixed route transportation service, to also provide Complementary Paratransit services for individuals unable to use the fixed route system. This includes demand-responsive, curb-to-curb service provided to people who cannot independently board, ride, or disembark from an accessible vehicle. There is additional eligibility for people who can ride an accessible vehicle but do not have one available on the route they desire.

Ridesharing: This is a form of transportation, other than public transit, when more than one person shares in the use of the vehicle, such as a van or car, to make a trip. It is also known as "carpooling" or "vanpooling." The principal service is carpool and vanpool ride-matching. Private nonprofit or public rideshare agencies provide commuters with a list of names and phone numbers of potential car and vanpoolers who live and work in the same area with similar commute schedules. They also provide information on public transit and park-and-ride lots. Many carpool groups allow persons without a car to join as long as they share in the expenses, such as gas and maintenance.

- ♦ **Carpool:** A group of people who share the cost of regular automobile transportation to and from a designated destination.
- ♦ **Vanpool:** A prearranged group of people who share the cost of regular transportation by van to and from a designated destination.

Private Automobile: A vehicle owned by the operator. This is the most flexible option for the driver to get to and from any destination at any time.

Taxi: An automobile that carries passengers for a fare. Benefits include longer operating hours, door-to-door service, and quick response. The passenger can call anytime without a reservation to get a ride. The fares are higher and the vehicles are often not wheelchair lift-equipped.

Shared Ride Taxi: A type of demand-responsive service in which taxis are allowed by the regulatory authorities to carry, at any one time, several unrelated passengers with different origins and destinations.

Shuttle: A public conveyance that travels back and forth, over a particular route, especially a short route or one that connects two transportation systems or centers.

Jitney: Generally, a van or small bus operated on a fixed route that picks up and drops off passengers upon request at any location along the route. In California, jitneys are operated legally only in San Francisco, however, they

are an important element of the public transportation infrastructure in other countries.

Community Based Transportation: These are transportation services that address community needs for general and special populations (e.g., disabled and elderly persons). These are practical and useable alternatives developed by the communities to get passengers where they need to go when they can no longer drive.

The organizations providing these services generally have a non-profit status and are affiliated with age-based organizations, local health or hospitals, religious and charitable organizations, and local transit authorities.

The range of transportation services provided by these organizations varies (e.g., some provide door-to-door services, and some provide door-through-door services, which include escorts). Most of the services provided require advance reservations (one day to two days in advance), but a few provide the same day service. Most of the organizations provide services for a fee (or donation), but some charge their riders no fees. Fundraising, grants, contributions, and rider fees cover the operating costs of these organizations.

The following Appendices pertain to transit planning and various modes of transportation:

Appendix B – Transit Trip Planning

C – Fixed Route Service Providers

D – Consolidated Transportation Service Agencies

E – Paratransit Providers

F – Community Based Organizations

G– Ridesharing Organizations

POTENTIAL FUNDING SOURCES

The following discussion is an analysis of potential funding sources required by SB 335. Virtually all the various transportation funding sources available at the federal, state, and local levels are subject to prescribed use and eligibility criteria.

FEDERALLY FUNDED PROGRAMS

Job Access and Reverse Commute Program (FTA Section 3037)

This program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services. General program information includes:

- ◆ Guaranteed funding (Mass Transit Account & general revenues) increases from \$50 million in 1999 to \$150 million in 2003 on a nationwide basis.
- ◆ Provides 50 percent federal share.
- ◆ Other federal transportation-eligible funds could be used to meet the local match including Temporary Assistance for Needy Families (TANF), and Welfare to Work funding for Access to Jobs projects.
- ◆ The cost base for the transportation services provided by the Job Access and Reverse Commute (JARC) program is based on regional population, not on costs of service. For regional populations of 1 million or over, the program guidelines recommend to apply for \$1 million and for populations less than 50 thousand, to apply for \$150 thousand.

Use of Funds:

- ◆ The service providers within California can be: state departments, local governments, local welfare agencies, transit agencies, work force investment boards, metropolitan planning organizations, community based organizations, tribal organizations, and public housing authorities.
- ◆ JARC grant funds must be used for new or expanded transportation services, not for construction or to subsidize current operation costs.
- ◆ Not more than \$10 million per year may be used for reverse commute activities, nationwide.
- ◆ Eligibility requirements for an individual to participate in the JARC program are to be a CalWorks recipient, willing and able to work, or to be low income.

The JARC program is capable of providing adequate transportation support services to the elderly, the disabled, and low-income persons, while providing primary employment transportation to CalWorks recipients.

Metropolitan Planning Program (FTA Section 5303) and FHWA MPO Planning Funds

These funds are used for transportation planning purposes to make transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA)/FTA responsibility. Among the most significant provisions are the following:

- ◆ Local officials, in cooperation with the state and transit operators, remain responsible for determining the best mix of transportation investments to meet metropolitan transportation needs.
- ◆ Metropolitan Planning Organizations (MPO) are responsible for adopting the plan; the Governor and MPO approve transportation improvement program.
- ◆ A Congestion Management System is still required in larger (urbanized area larger than 200,000 population) metropolitan areas.

Metropolitan planning authorizations from all sources average a total of \$73.6 million per year for the six years of TEA-21, or a total of \$441.5 million, while guaranteed funding averages \$50.1 million per year, for a total of \$300.8 million.

Use of Funds:

- ◆ For eligible recipients limited to (urbanized area) Metropolitan Planning Organizations. These transportation planning funds average about \$40 million per year for California.
- ◆ For support of work elements and activities that result in comprehensive transportation planning. Eligible projects are planning, engineering design, and evaluation of transportation projects.
- ◆ For technical studies relating to management, operations, capital requirements, innovative finance and economic feasibility.
- ◆ For up to 20 percent of preliminary engineering and design costs for transportation facilities.

Urbanized Area Formula Program (FTA Section 5307)

The Urbanized Area Formula Program provides Section 5307 funds for areas with populations of 50,000 or more. In small-urbanized areas (UZA) (populations of 50,000 to 199,999), funds are apportioned to the Governor of each state. There are 22 small UZAs in California that received Section 5307 funds. Allocations are based on a population/population density formula. Although these agencies submit project applications directly to the Federal Transit Administration (FTA), the California Department of Transportation (Caltrans) acts as banker, programming and monitoring project expenditures.

Approximately \$25.6 million is available to Section 5307 small UZA in California in the federal fiscal year 2000/2001. \$443 million has been programmed to large UZAs (population greater than 200,000) for FY 00/01.

Use of Funds:

- ◆ Funds may be used for urbanized areas of 50,000 or more for capital, planning, and operating costs associated with mass transit.

Transit Capital Investment Grants (FTA Section 5309)

Capital Investment Grants and Loans Program provide transit capital assistance for new fixed guideway systems and extensions to existing fixed guideway systems, fixed guideway modernization, and bus and bus related facilities. Total funds approximated \$387 million for federal fiscal year 2001.

Use of Funds:

- ◆ Congress primarily earmarks funding for bus and rail capital projects.
- ◆ Ninety percent federal share for the incremental costs of vehicle-related equipment needed to comply with the Clean Air Act Amendments and the Americans with Disabilities Act (ADA) requirements and 80 percent federal share for all other eligible costs.
- ◆ 40/40/20 percent allocation formula among fixed guideway modernization, new fixed guideway systems and extensions, and bus and bus-related facilities.

Federal Elderly and Disabled Transit Program (FTA Section 5310)

Under 49 United States Code (U.S.C.) Section 5310(a)(2), the FTA's Elderly and Persons with Disabilities Program authorizes the Secretary of Transportation to make grants to the Chief Executive Officer of each state for allocation to:

- ◆ Private nonprofit corporations and associations for the specific purpose of assisting them in providing transportation services meeting the special needs of elderly persons and persons with disabilities when transportation services are unavailable, insufficient, or inappropriate.
- ◆ Public bodies approved by the state to coordinate services for the elderly and persons with disabilities.
- ◆ Public bodies, which certify to the Governor that no nonprofit corporations or associations are readily available in an area to provide the service.

The Section 5310 program provides assistance for transportation services that are planned, designed, and carried out to improve mobility for the elderly and persons with disabilities by providing special transportation in urbanized, small urban, and rural areas. The program requires coordination of federally assisted programs and services in order to make the most efficient use of federal resources.

Each year funding is requested through the program at a rate of two times the available federal appropriation. Since the program's inception, approximately 300 agencies have received over 2,100 vehicles statewide

serving a variety of client groups and programs ranging from small agencies with specific clientele to large providers serving an entire community.

Use of Funds:

- ◆ Provides capital grants for the purpose of meeting the transportation needs of elderly persons and persons with disabilities where public mass transportation services are unavailable, insufficient, or inappropriate.
- ◆ Eligible equipment includes accessible vans and buses, communication equipment, and computer hardware and software that will provide support for the transportation system.
- ◆ Grant applicants receive up to 80 percent in federal funds and must provide at least 20 percent in local match.

Non-Urbanized Area Formula Program (FTA Section 5311)

This program provides transit capital and operating assistance, through the states, to non-urbanized areas (less than 50,000 in population). Approximately \$9.5 million is provided to California annually.

In many states, intercity bus service is a vital link between otherwise isolated rural and small urban communities and the rest of the nation. In the 1980's, the major intercity carriers abandoned many less productive routes. Patronage generated in rural and small urban areas, however, appears to be important to the continuing viability of the remaining intercity routes. One objective of the funding for intercity bus service under Section 5311, therefore, is to support the connection between nonurbanized areas and the larger regional or national system of intercity bus service. Another objective is to support services to meet the intercity travel needs of residents in nonurbanized areas. A third objective is to support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities. FTA encourages states to use the funding under this program to support these national objectives as well as priorities determined by the state.

- ◆ Intercity, Fixed-Route Over-the-Road Service - \$17.5 million in FY 1999 through 2003.
- ◆ Other Over-the-Road Service (essentially charter and tour operators) - \$6.8 million in FY 2000 through 2003.

Eligible recipients include public or private nonprofit organization for the direct operation of intercity service after appropriate consideration of participation by private for-profit service providers. Charter and tour services are generally not eligible for FTA assistance (see 49 C.F.R., Part 604). FTA has generally allowed the state to pass through funds to local public bodies and to private nonprofit organizations as subrecipients, while

requiring that assistance to private for-profit operators of transportation service be in the form of third party contracts.

Use of Funds:

Statutory allocation formula is used based on non-urbanized population.

- ◆ Provides a set amount for the Rural Transportation Assistance Program (RTAP), part of the Transit Planning and Research Program.
- ◆ For ninety percent of the federal share (90/10) for the incremental costs of vehicle related equipment needed to comply with the Clean Air Act Amendments and ADA requirements, and 80 percent federal share (80/20) for all other eligible costs.
- ◆ Over-the-Road Intercity Bus Accessibility--Provides grants for the support of intercity bus services in rural and small urban areas. Funds may be used for planning and marketing for intercity bus transportation, capital grants for intercity bus shelters, joint-use stops and depots, operating grants through purchase-of-service agreements, user-side subsidies and demonstration projects, and coordination of rural connections between small transit operations and intercity bus carriers.

State Planning and Research (FTA Section 5313)

Funds are allocated by a formula that is based on information received from the latest census and the state's urbanized area as compared to the urbanized area of "all" states. However, a state must receive at least 0.5 percent of the amount apportioned under this subsection. The federal share is 89 percent and the local share is 11 percent. Total funds available include the year of appropriation plus three years. For fiscal year 2001, these funds are \$1.6 million.

Use of Funds:

- ◆ Same as description above. Funds may also be used by the non-urbanized area Regional Transportation Planning Agencies.

Congestion Mitigation and Air Quality Program (CMAQ)

The CMAQ is a federally funded program established by the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA, Public law 102-240, codified in 12 U.S.C. 149). Apportionment is defined by a statutory formula set forth in 23 U.S.C. 104(b)(2). A one-half percent minimum apportionment is guaranteed to each state. All funding goes to local agencies.

Use of Funds:

Funds may be used for transportation projects and programs in Clean Air Act nonattainment areas for ozone and carbon monoxide mitigation. These projects and programs must contribute to attaining a national ambient air

quality standard, and must meet certain criteria spelled out in the ISTEA. The following projects meet the criteria:

- ◆ Transportation activities in an approved State Implementation Plan (SIP).
- ◆ Transportation Control Measures in the SIP included in Section 108(b)(1)(A) of the Clean Air Act of 1990, except for programs specifically excluded by the ISTEA.
- ◆ Developing and establishing management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems where projects contribute to the attainment of a national ambient air quality standard.
- ◆ Capital and operating costs for traffic monitoring, management, and control facilities and programs, where projects contribute to the attainment of a national ambient air quality standard. CMAQ funds may not replace existing local and state funds used for operating costs.
- ◆ Construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and state bicycle/pedestrian coordinator positions for promoting and facilitating the increased use of non-motorized modes of transportation.

Surface Transportation Program (STP)

The STP is a federally funded program established by the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA, Public Law 102-240). Section 1007 of the 1991 ISTEA codifies the STP in 23 U.S.C. 133. The formula for distribution of funds is based on each state's share of total national funding with appropriate adjustments for Interstate Maintenance and Bridge apportionments as set forth in 23 U.S.C. 104(b)(3).

Use of Funds:

Funds are used by the state and localities for any roads that are not functionally classified as local or rural minor collectors and must be used by the states in the following manner:

- ◆ Ten percent must be earmarked for safety construction activities such as hazard elimination and rail-highway crossings.
- ◆ Ten percent must be earmarked for transportation enhancements, which encompass a broad range of environmental related activities.
- ◆ Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on federal-aid highways and bridges.
- ◆ Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intra-city or inter-city bus terminals and facilities.
- ◆ Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with 23 U.S.C. 217.

- ◆ Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings. Safety improvements are eligible on public roads of all functional classifications.
- ◆ Highway and transit research and development and technology transfer programs.
- ◆ Capital and operating costs for traffic monitoring, management, and control facilities and programs.
- ◆ Surface transportation planning programs.
- ◆ Transportation enhancement activities.
- ◆ Transportation control measures listed in Section 108(f)(1)(A) (except xii and xvi) of the Clean Air Act.
- ◆ Development and establishment of management systems under 23 U.S.C. 303.
- ◆ Wetlands mitigation efforts related to Title 23 projects.

STATE AND LOCAL FUNDED PROGRAMS

Department of Transportation

Transportation Development Act of 1971 (TDA)

The Transportation Development Act of 1971 (TDA) established two sources of funds that provide substantial support for public transportation services statewide, including the Local Transportation Fund (LTF) and State Transit Assistance (STA).

Under LTF requirements, counties receive revenues from a one-quarter cent retail sales tax collected statewide. The Board of Equalization returns these funds to each county according to the amount of tax collected in that county. The Regional Transportation Planning Agency (RTPA) apportions the LTF monies within the county according to population. The RTPA makes the funds available for allocation to transit claimants and operators to provide transit services in that area. The level of these funds approximates \$800 million per year.

Use of Funds:

The LTF was created to offer flexibility to local agencies.

- ◆ These funds can be used for transit planning, construction and operations, as well as for local streets and roads after transit needs are met.
- ◆ Allocations are limited to the specific priority order detailed in Public Utilities Code (PUC) Section 99233.

State Transit Assistance (STA)

The second fund source provided by the Transportation Development Act of 1971 is the State Transit Assistance (STA). These funds are derived from the statewide sales tax on gasoline and diesel fuel. The level of STA funds estimated for FY 01/02 is 170.9 million dollars.

Use of Funds:

The STA program is funded from Public Transportation Account (PTA) revenues. State law specifies the purpose or use of the STA program funds must be the same as the use of LTF money—that is to provide financial assistance for public transportation service, including funding for transit planning, operations, and capital acquisition projects.

The STA funds are appropriated for allocation by the State Controller. The allocation made by the State Controller to each RTPA is formula based. The formula allocates 50 percent of the funds according to population and 50 percent according to operators' revenues from the prior fiscal year.

The RTPA makes funds available for allocation only for transit operators and claimants in the RTPA's area of jurisdiction. In order for transit claimants to receive TDA funds (LTF and STA), the operators must meet farebox recovery ratios (20 percent for urbanized areas and 10 percent for non-urbanized areas).

The TDA also enumerated four priorities for the use of STA funds, which include:

- ◆ Offsetting reductions in federal operating assistance.
- ◆ Assisting with increases in the cost of fuel.
- ◆ Enhancing existing public transportation services.
- ◆ Meeting high-priority regional public transportation needs.

Public Transportation Account (PTA)

PTA funds are provided under PUC Sections 21682.5 and 99310-99316, Streets and Highways Code Sections 194, 194.5, and Revenue and Taxation Code Section 7102. Sources of funds include retail sales and use taxes, Traffic Investment Fund, federal receipts, and transfers from the State Highway Account (SHA) and Aeronautics Account.

Use of Funds:

The PTA is a trust fund intended for transportation and planning and mass transportation purposes.

- ◆ The PTA can be used for public transit capital improvement projects that maintain or improve public transit service, and rolling stock on inter-city rail passenger routes.
- ◆ The PTA is the primary funding source for the STA program.
- ◆ For planning activities not payable from the SHA, mass transportation responsibilities, and assistance in regional transportation planning.
- ◆ For allocation to the Institute of Transportation Studies of the University of California for training and research in public transportation systems engineering and management and coordination with other transportation modes.
- ◆ For the California Transportation Commission (CTC) for its activities not payable from the SHA. This includes the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.
- ◆ For the Public Utilities Commission (PUC) for its passenger rail safety responsibilities specified in statute on commuter rail, inter-city rail, and urban rail transit lines.

State Highway Account (SHA)

The SHA is provided for by the Streets and Highways Code (S&HC), Sections 182-183; various other S&HC sections. There is a constitutional restriction on expenditures. Article XIX, Section 1, limits expenditures to costs of collection of and the "...research, planning, construction, improvement, maintenance, and operation of public streets and highways...[and] research, planning, construction, and improvement of exclusive public mass transit guideways...including the mitigation of their environmental effects..."

Use of Funds:

The SHA is used for a variety of purposes, including maintenance, operations, capital outlay support, State Transportation Improvement Program project, State Highway Operation and Protection Program projects, local assistance, and mass transit guideways.

Department of Motor Vehicles

Motor Vehicle Account – State Transportation Fund

Major source of funds for DMV

Use of Funds:

Article XIX, Section 2 – imposes a constitutional restriction on expenditures to "State administration and enforcement of laws regulating the use, operation or registration of vehicles...", and "...the mitigation of the environmental effects of motor vehicle operation due to air and sound emissions."

Motor Vehicles License Fee Account - Transportation Tax Fund

This fund provides money for the Vehicle Registration Program only. It is a major source of funds for DMV.

Use of Funds:

Article XI, Section 15 – imposes a constitutional restriction on expenditures to the costs of collection of the fees with the balance being allocated to counties and cities.

State Highway Account – State Transportation Fund

Provides funding for the Vehicle Registration Program only.

Use of Funds:

Article XIX, Section 1 –imposes a constitutional restriction on expenditures to costs of collection of the fees and the "...research, planning, construction,

improvement, maintenance, and operation of public streets and highways...”
“...(and) research, planning, construction, and improvement of exclusive public mass transit guideways...”“...including the mitigation of their environmental effects...”

Motor Carriers Permit Fund

Created by Chapter 1042, Statutes of 1996, for receipt of safety fee revenues imposed on motor carriers of property.

Use of Funds:

- ◆ Provides funding for the Vehicle Registration Program only.
- ◆ Funds cover costs incurred by the DMV and the California Highway Patrol in regulating motor carriers of property.

New Motor Vehicle Board Account

Created by Chapter 1144, Statutes of 1983, as a separate account within the Motor Vehicle Account as a depository for fees charged new vehicle dealers and other licensees under the New Motor Vehicle Board’s jurisdiction.

Use of Funds:

The fees are used to fully fund the Board’s activities.

Harbors and Watercraft Revolving Fund

Created by Chapter 2362, Statutes of 1957, for the receipt of vessel registration fees.

Use of Funds:

- ◆ Provides funding for the Vehicle Registration Program only.
- ◆ Fund’s purpose is to fund the activities of the Department of Boating and Waterways in administering the programs specified in the Harbors and Navigation Code.
- ◆ Finances the activities of the DMV in the administration of the vessel registration program.

GENERAL FUND

Because these funds are not restricted by the Constitutional restrictions of Article XIX, these funds provide an increased flexibility to pursue different kinds of transportation projects. The General Fund is a flexible fund source that is being used to help relieve traffic congestion, as part of the Traffic Congestion Relief Act of 2000 (AB 2928 and SB 1662). On July 2000, Governor Davis signed the first legislative measure that set up the Traffic Congestion Relief Program that provides \$6.8 billion in new funding for

transportation. The new funding included \$1.5 million in General Fund monies, plus \$5.3 billion over six years from transferring all the remaining state sales taxes on gasoline and diesel fuel from the general fund to transportation.

Use of Funds:

- ◆ Used to fund the Traffic Congestion Relief Program. The \$6.8 billion will be deposited in the Transportation Investment Fund, and \$5.3 billion will be disbursed to the Traffic Congestion Relief Program for 141 specific projects.

Local Sales Tax (Measure Money)

Local sales taxes are a major funding source for public mass transit. Since the mid-1980's, counties have had the option to ask their voters for up to an additional one cent in sales taxes collected within the county to be used for transportation purposes. Eighteen counties, representing the majority of the state's population, have passed such sales tax measures. This revenue source provides over \$1.5 billion in funds statewide each year. Transit operators have been the beneficiaries of a substantial portion of these funds.

Use of Funds:

- ◆ These funds may be used for capital outlay, including rail cars, buses, rail construction and operating assistance.
- ◆ In many cases, local tax measures are for a list of specific local projects or for specific purposes which cannot be changed without voter approval.
- ◆ The funds have been used to match federal and state funds.
- ◆ The great majority of the local sales tax measures have a sunset date and must be passed by two-thirds of the county voters.

HEALTH AND HUMAN SERVICES AGENCY

In addition to the modes of transportation discussed previously in this report, there are a variety of public programs that provide transportation support services. Although some of these programs enable the purchase of transportation equipment, these programs primarily provide for the purchase or payment of services from the available transportation systems and providers. The following discusses services provided by programs administered by the California Health and Human Services Agency departments.

Department of Aging

Funding to support the transportation needs of elderly Californians derived from a variety of sources. Many are administered by California's Department of Aging, through allocations made to area agencies at the local level. While some funding is allocated from the state's General Fund, most is acquired from federal funds authorized by the Older Americans Act, Title III (B).

Title III (B) funds are primarily used to support transportation "services" and are not generally used for vehicular purchase or ongoing maintenance. However, one-time-only funds are occasionally made available for these purposes, if funds are available, the justification is sufficient, and a plan for upkeep is approved.

The two types of transportation support provided under Title III (B), include:

- ◆ General transportation that provides a means of going from one location to another and does not include any other assistance activity.
- ◆ Assisted transportation that provides transportation and other assistance, including escort service, to a person who has difficulties (physical or cognitive) using regular vehicular transportation.

Slightly over \$8,000,000 was expended for these transportation services to the elderly in Fiscal Year (FY) 2000. These funds provided for approximately 1,000,000 one-way trips statewide. About 292,699 of these trips were for assisted transportation, while about 900,000 were for unassisted trips. (The term "one-way trip" is a means of measuring units of service; each direction is counted as a unit of service. It does not mean that individuals were transported in one direction only.)

Use of Funds:

Eligibility for the use of Title III (B) funds is age-based. An individual must be 60 years of age or older in order to utilize the transportation services funded under Title III (B).

Department of Developmental Services

Transportation services to individuals with developmental disabilities and their families are authorized through provisions contained in the Lanterman Developmental Disabilities Services Act under Welfare and Institutions Code 44004905, and Title 17, Public Health - Division 2. This Act defines the rights of persons with developmental disabilities and establishes how services to these persons will be delivered.

Title 17 regulations are promulgated by the California Department of Developmental Services under the division of the Welfare and Institutions Code cited as the Lanterman Developmental Disabilities Services Act. These regulations govern how services are delivered within the California developmental services system.

Transportation services are provided through regional centers, using various modes of transportation depending on the needs of the individual. Regional centers are nonprofit private corporations with offices throughout California. They help find and access local transportation services that are available to individuals with developmental disabilities. Some of the more common transportation modes include:

- ◆ Taxi
- ◆ Paratransit
- ◆ Vouchers
- ◆ City bus
- ◆ Rail (if available in their catchment area)
- ◆ Transportation provided by a friend, relative, or caregiver

Services are provided for about 171,000 clients, and are provided by local transportation business entities that are approved by the regional centers, or are considered generic public services.

The regional centers and the counties within their catchment areas are cited in Appendix I.

Use of Funds:

Eligibility for services is determined by the regional centers. People are eligible by meeting the state definition of developmentally disabled, and must reside within the regional center's catchment area. Once eligibility is determined, most services are free regardless of age or income.

A developmental disability is defined by the state as a disability which:

- ◆ Is severe and chronic
- ◆ Is attributable to a mental or physical impairment
- ◆ Must begin before the person's 18th birthday

- ◆ Is expected to continue indefinitely
- ◆ Presents a substantial disability
- ◆ Must be due to one of the following conditions:
 - ⇒ Mental Retardation
 - ⇒ Cerebral Palsy
 - ⇒ Epilepsy
 - ⇒ Autism
 - ⇒ A disabling condition closely related to mental retardation or requiring similar treatment

This program benefits persons who meet the state definition of having a developmental disability, which, depending on the severity of the developmental disability, would likely make them ineligible for a driver license. There is, however, a small percentage of the developmentally disabled population in California that currently hold a driver license.

Department of Social Services

The CalWorks Program

The CalWorks program was established by Assembly Bill (AB) 1542, Statutes of 1997. Transportation services are authorized in accordance with the provisions of Section 11323.2 of the Welfare and Institutions Code, and are provided to enable CalWorks participants to participate in their “Welfare to Work” plan. Transportation services provided by CalWorks may include:

- ◆ Bus tokens or taxi vouchers
- ◆ Van pools
- ◆ Payment of auto insurance
- ◆ Payment of car registration
- ◆ Payment of car repairs
- ◆ Provision of loaner cars
- ◆ Down payments on used cars

All counties in the state participate in providing transportation services to CalWorks recipients. (If transportation is not available, individuals have good cause for not participating in the program.) Fees for these transportation services vary throughout the state, and are based on local programs and private provider rates in each county. Funds for services are provided through the Welfare-to-Work Single Allocation Block Grant.

Use of Funds:

To be eligible for services, recipients must meet the criteria for receiving assistance through CalWorks.

Department of Health Services

The Medi-Cal Program

Medi-Cal is California's state Medicaid program, providing health care services for qualified low-income families and individuals that lack other health insurance. Like other Medicaid programs, the state and the federal governments fund Medi-Cal jointly. The California Legislature established the Medi-Cal program, authorized under Title XIX of the federal Social Security Act, in 1965. During fiscal year 1998, there was a monthly average of 4.9 million people in California eligible for Medi-Cal coverage.

The following two categories of transportation services are provided under the Medi-Cal Program:

- ◆ Emergency medical transportation, which is transportation that is provided to obtain covered medical services when a beneficiary's condition necessitates immediate medical attention so as to prevent death or disability.
- ◆ Non-Emergency medical transportation is provided when necessary to obtain program-covered medical services and when the beneficiary's medical and physical condition is such that transportation by any other means of private or public conveyance is medically contra-indicated. This type of transportation is subject to prior authorization by a physician, dentist, or podiatrist.

Approved transportation providers vary from county to county, from a low of one to a high of 104 providers. Requests for services to persons who are eligible for Medi-Cal can be made directly through a Medi-Cal transportation provider.

Use of Funds:

The state provides Medi-Cal transportation assistance to individuals specified as:

- ◆ **Categorically Needy:** Individuals who are either elderly, blind, disabled, or are members of families with children. These individuals pay no costs for their transportation services
- ◆ **Medically Needy:** Individuals who may have too much money to qualify for normal Medi-Cal, but their resources are unable to cover the total costs of health care. These individuals must contribute a portion of their costs in the form of a monthly deductible.

In summary, there are numerous federal and state funding sources that support transportation, some of which could be used to provide transportation to those persons who are affected by SB 335.

See Appendix I for a display of the modes of transportation by funding source.

**BILL NUMBER: SB 335 CHAPTERED
BILL TEXT**

CHAPTER 985

FILED WITH SECRETARY OF STATE SEPTEMBER 30, 2000

APPROVED BY GOVERNOR SEPTEMBER 29, 2000

PASSED THE SENATE AUGUST 30, 2000

PASSED THE ASSEMBLY AUGUST 29, 2000

AMENDED IN ASSEMBLY AUGUST 24, 2000

AMENDED IN ASSEMBLY MAY 15, 2000

AMENDED IN ASSEMBLY SEPTEMBER 2, 1999

AMENDED IN ASSEMBLY AUGUST 24, 1999

AMENDED IN ASSEMBLY JULY 7, 1999

AMENDED IN SENATE MAY 28, 1999

AMENDED IN SENATE MAY 3, 1999

AMENDED IN SENATE APRIL 5, 1999

INTRODUCED BY Senator Hayden
(Principal coauthor: Senator Johnston)
(Coauthor: Senator Speier)
(Coauthor: Assembly Member Aroner)

FEBRUARY 9, 1999

An act to amend Section 12805 of, to add Sections 1674, 1674.4, and 1674.6 to, to add and repeal Sections 1674.2, 12814.1, and 13803 of, and to amend, repeal, and add Sections 12808, 12814, and 12818 of, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 335, Hayden. Driver's license: age: fees.

(1) Existing law requires the Director of Motor Vehicles to establish standards and develop criteria for the approval of driver improvement courses specifically designed for the safe driving needs of drivers who are 55 years of age or older.

This bill would require the Department of Motor Vehicles to develop a program to foster a positive atmosphere that is conducive to encouraging drivers, to succeed in passing any visual tests or written or behind-the-wheel driving tests administered by the department.

The bill would require the department to prepare a report listing all restricted driver's licenses issued during the 2001 calendar year. The report would be required to contain a category describing the condition that required issuance of the restricted license, would be organized by that category, and would describe the restriction that was imposed in each case. The bill would require the department to submit the report to the Legislature on or before January 31, 2002.

The bill would require the department to implement a component in its training and development program for test administrators that encourages sensitivity to the issues of youth and aging.

The bill would require the department to establish a task force to analyze potential sources of funding and modes of transportation for persons who have lost their driver's licenses due to a failure to pass a visual test or a written or behind-the-wheel driving test. The department would be required to prepare and submit a report on the findings of the task force to the Legislature not later than July 1, 2001.

(2) Under existing law, the Department of Motor Vehicles is prohibited from issuing a driver's license to, or renewing a driver's license of, certain listed persons.

This bill would include in that listing persons whose best corrected visual acuity is 20/200 or worse in that person's better eye, as specified. The bill would prohibit a person from using a bioptic telescopic or similar lens to meet the visual acuity standards.

(3) Existing law allows the department to require an examination deemed by the department to be appropriate of an applicant for renewal of a driver's license based on records of accidents and convictions of that applicant or based on evidence of the applicant's condition, and specifies that the age of an applicant-licensee, by itself, does not constitute evidence of a condition requiring an examination of the applicant's driving ability.

This bill would require the department, on or before June 1, 2001, to evaluate the effects of physical conditions, ailments, or other factors on the ability to safely operate a motor vehicle. The bill would require the department to include in its evaluation indicators and predictors relating to the impairment of the ability to drive safely, including driving records. The bill would require the department to consider input from any interested party and to submit the results of its evaluation to the Legislature on or before July 15, 2001.

(4) Existing law requires the department, before issuing or renewing a driver's license, to check the records of the department for, among other things, convictions of traffic violations and traffic accidents.

This bill would additionally require the department to check its records for filed reports and notices described in (5) and (6).

(5) Under existing law, the department is required to reexamine a driver upon receipt of a notice issued by a traffic officer requesting reexamination based upon a driver's exhibition of incapacity.

This bill would impose that same requirement on the department upon receipt of a report from a local health officer indicating that the driver suffers from disorders characterized by lapses of consciousness, and would specify that the reexamination include a behind-the-wheel driving test.

(6) Existing law authorizes the department to conduct an investigation to determine whether the privilege of any person to operate a motor vehicle should be suspended or revoked or whether terms or conditions of probation should be imposed upon receiving information or upon a showing by its records, as specified. In addition to the investigation, existing law allows the department to require the reexamination of the licensee.

This bill would require the department to reexamine a driver upon the receipt of a report from certain family members stating that the driver cannot safely operate a motor vehicle, as specified.

(7) The bill would provide that the provisions of (3) to (6), inclusive, above shall remain in effect only until January 1, 2011, and as of that date would be repealed unless a later enacted statute that is enacted before January 1, 2011, deletes or extends that date.

(8) This bill would set forth legislative findings and declarations.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS
FOLLOWS:

SECTION 1. This act shall be known as, and may be cited as, the Brandi Mitock Safe Drivers Act.

SEC. 2. The Legislature finds and declares that, currently, there is no minimum vision requirement to operate a motor vehicle in this state, thus creating a significant limitation in the state's efforts to ensure maximum safety on the roads.

SEC. 3. Section 1674 is added to the Vehicle Code, to read:

1674. The department shall develop a program to foster a positive atmosphere that is conducive to encouraging drivers to succeed in passing any visual tests or written or behind-the-wheel driving tests administered by the department.

SEC. 4. Section 1674.2 is added to the Vehicle Code, to read:

1674.2. (a) The department shall prepare a report listing all restricted driver's licenses issued during the 2001 calendar year. The report shall contain a category describing the condition that required issuance of the restricted license and shall be organized by that category. The report shall describe the restriction that was imposed in each case. The department shall submit the report to the Legislature on or before January 31, 2002.

(b) This section shall remain in effect only until January 1, 2003, and as of that date is repealed, unless a later enacted statute that is enacted before January 1, 2003, deletes or extends that date.

SEC. 5. Section 1674.4 is added to the Vehicle Code, to read:

1674.4. In order to address any conscious or unconscious bias against a driver by persons administering the department's visual tests or written or behind-the-wheel driving tests, the department shall implement a component in its training and development program for test administrators that encourages sensitivity to the issues of youth and aging.

SEC. 6. Section 1674.6 is added to the Vehicle Code, to read:

1674.6. (a) The Legislature finds and declares that persons should be provided with transportation alternatives when their privilege to drive is lost because of failure to pass visual tests or written or behind-the-wheel driving tests. While a partial obligation for addressing this issue rests with families, communities, social service agencies, and local governments, the Legislature recognizes an obligation to promote, facilitate, and share in the funding of alternative modes of transportation for persons who have lost their driving privilege.

(b) Accordingly, it is the intent of the Legislature, not later than January 1, 2003, to provide an affordable and equitable mode of transportation to fulfill the reasonable transportation needs of persons who have lost their driver's licenses due to a failure to pass a visual test or a written or behind-the-wheel driving test.

(c) In furtherance of the intent set forth in subdivision (b), the Business, Transportation and Housing Agency shall establish a task force to analyze potential sources of funding and modes of transportation for persons who have lost their driver's licenses due to a failure to pass a visual test or a written or behind-the-wheel driving test. The Business, Transportation and Housing Agency shall prepare and submit a report on the findings of the task force to the Legislature not later than July 1, 2001.

SEC. 7. Section 12805 of the Vehicle Code is amended to read:

12805. The department shall not issue a driver's license to, or renew a driver's license of, any person:

(a) Who is not of legal age to receive a driver's license.

(b) Whose best corrected visual acuity is 20/200 or worse in that person's better eye, as verified by an optometrist or ophthalmologist. No person may use a bioptic telescopic or similar lens to meet the 20/200 visual acuity standards.

(c) Who is unable, as shown by examination, to understand traffic signs or signals or who does not have a reasonable knowledge of the provisions of this code governing the operations of vehicles upon the highways.

(d) When it is determined, by examination or other evidence, that the person is unable to safely operate a motor vehicle upon a highway.

(e) Who is unable to read and understand simple English used in highway traffic and directional signs. This subdivision does not apply to any person

holding an operator's or chauffeur's license issued by this state and valid on September 11, 1957.

(f) Who holds a valid driver's license issued by a foreign jurisdiction unless the license has been surrendered to the department, or is lost or destroyed.

(g) Who has ever held, or is the holder of, a license to drive issued by another state, territory, or possession of the United States, the District of Columbia, or the Commonwealth of Puerto Rico, and that license has been suspended by reason, in whole or in part, of a conviction of a traffic violation until the suspension period has terminated, except that the department may issue a license to the applicant if, in the opinion of the department, it will be safe to issue a license to a person whose license to drive was suspended by a state that is not a party to the Driver License Compact provided for in Chapter 6 (commencing with Section 15000) of Division 6.

(h) Who has ever held, or is the holder of, a license to drive issued by another state, territory, or possession of the United States, the District of Columbia or the Commonwealth of Puerto Rico, and that license has been revoked by reason, in whole or in part, of a conviction of a traffic violation, until the revocation has been terminated or after the expiration of one year from the date the license was revoked, whichever occurs first, except that the department may issue a license to the applicant if, in the opinion of the department, it will be safe to issue a license to a person whose license to drive was revoked by a state that is not a party to the Driver License Compact provided for in Chapter 6 (commencing with Section 15000) of Division 6.

SEC. 8. Section 12808 of the Vehicle Code is amended to read:

12808. (a) The department shall, before issuing or renewing any license, check the record of the applicant for conviction of traffic violations, traffic accidents, reports filed pursuant to Section 103900 of the Health and Safety Code, reports filed pursuant to Section 13803, or notices issued pursuant to Section 21061.

(b) The department shall, before issuing or renewing any license, check the record of the applicant for notices of failure to appear in court filed with it and shall withhold or shall not issue a license to any applicant who has violated his or her written promise to appear in court unless the department has received a certificate issued by the magistrate or clerk of the court hearing the case in which the promise was given showing that the case has been adjudicated or unless the applicant's record is cleared as provided in Chapter 6 (commencing with Section 41500) of Division 17. In lieu of the certificate of adjudication, a notice from the court stating that the original records have been lost or destroyed shall permit the department to issue a license.

(c) (1) Any notice received by the department pursuant to Section 40509, 40509.1, or 40509.5, except subdivision (c) of Section 40509.5, that has been on file five years may be removed from the department records and destroyed at the discretion of the department.

(2) Any notice received by the department under subdivision (c) of Section 40509.5 that has been on file 10 years may be removed from the department records and destroyed at the discretion of the department.

(d) This section shall remain in effect only until January 1, 2011, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2011, deletes or extends that date.

SEC. 9. Section 12808 is added to the Vehicle Code, to read:

12808. (a) The department shall, before issuing or renewing any license, check the record of the applicant for conviction of traffic violations and traffic accidents.

(b) The department shall, before issuing or renewing any license, check the record of the applicant for notices of failure to appear in court filed with it and shall withhold or shall not issue a license to any applicant who has violated his or her written promise to appear in court unless the department has received a certificate issued by the magistrate or clerk of the court hearing the case in which the promise was given showing that the case has been adjudicated or unless the applicant's record is cleared as provided in Chapter 6 (commencing with Section 41500) of Division 17. In lieu of the certificate of adjudication, a notice from the court stating that the original records have been lost or destroyed shall permit the department to issue a license.

(c) (1) Any notice received by the department pursuant to Section 40509, 40509.1, or 40509.5, except subdivision (c) of Section 40509.5, that has been on file five years may be removed from the department records and destroyed at the discretion of the department.

(2) Any notice received by the department under subdivision (c) of Section 40509.5 that has been on file 10 years may be removed from the department records and destroyed at the discretion of the department.

(d) This section shall become operative on January 1, 2011.

SEC. 10. Section 12814 of the Vehicle Code is amended to read:

12814. (a) Application for renewal of a license shall be made at an office of the Department of Motor Vehicles by the person to whom the license was issued. The department, in its discretion, may require an examination of the applicant as upon an original application, or an examination deemed by the department to be appropriate considering the licensee's record of convictions and accidents, or an examination deemed by the department to be appropriate in relation to evidence of a condition that may affect the ability of the applicant to safely operate a motor vehicle. Except as provided in Section 12814.1, the age of a licensee, by itself, shall not constitute evidence of a condition requiring an examination of the driving ability. If the department finds any evidence of a condition requiring an examination, the department shall disclose the evidence to the applicant or licensee. In the event that person is absent from the state at the time the license expires, the Director of Motor Vehicles may extend the license for a period of one year from the expiration date of the license.

(b) Renewal of a driver's license shall be under terms and conditions prescribed by the department.

(c) The department may adopt and administer regulations it deems necessary for the public safety in the implementation of a program of selective testing of applicants, and, with reference to this section, the department may waive tests for purposes of evaluation of selective testing procedures.

(d) This section shall remain in effect only until January 1, 2011, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2011, deletes or extends that date.

SEC. 11. Section 12814 is added to the Vehicle Code, to read:

12814. (a) Application for renewal of a license shall be made at an office of the Department of Motor Vehicles by the person to whom the license was issued. The department may in its discretion require an examination of the applicant as upon an original application, or an examination deemed by the department to be appropriate considering the licensee's record of convictions and accidents, or an examination deemed by the department to be appropriate in relation to evidence of a condition which may affect the ability of the applicant to safely operate a motor vehicle. The age of a licensee, by itself, shall not constitute evidence of a condition requiring an examination of the driving ability. If the department finds any evidence, the department shall disclose the evidence to the applicant or licensee. In the event the person is absent from the state at the time the license expires, the Director of Motor Vehicles may extend the license for a period of one year from the expiration date of the license.

(b) Renewal of a driver's license shall be under terms and conditions prescribed by the department.

(c) The department may adopt and administer those regulations as shall be deemed necessary for the public safety in the implementation of a program of selective testing of applicants, and, with reference to this section, the department may waive tests for purposes of evaluation of selective testing procedures.

(d) This section shall become operative on January 1, 2011.

SEC. 12. Section 12814.1 is added to the Vehicle Code, to read:

12814.1. (a) On or before June 1, 2001, the department shall evaluate the effects of physical conditions, ailments, and other factors on the ability to safely operate a motor vehicle. The department shall include in its evaluation indicators and predictors relating to the impairment of the ability to drive safely, including, but not limited to, driving records. In developing its evaluation, the department shall consider input from any interested party. The department shall submit the results of its evaluation to the Legislature on or before July 15, 2001.

(b) This section shall remain in effect only until January 1, 2002, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2002, deletes or extends that date.

SEC. 13. Section 12818 of the Vehicle Code is amended to read:

12818. (a) Upon receipt of a request for reexamination and presentation of a legible copy of a notice of reexamination by a person issued the notice pursuant to Section 21061, or upon receipt of a report from a local health officer issued pursuant to subdivision (b) of Section 103900 of the Health and Safety Code, the department shall reexamine the person's qualifications to operate a motor vehicle, including a demonstration of the person's ability to operate a motor vehicle as described in Section 12804.9.

(b) Based on the department's reexamination of the person's qualifications pursuant to subdivision (a), the department shall determine if either of the following actions should be taken:

(1) Suspend or revoke the driving privilege of that person if the department finds that any of the grounds exist which authorize the refusal to issue a license.

(2) Restrict, make subject to terms and conditions of probation, suspend, or revoke the driving privilege of that person based upon the records of the department as provided in Chapter 3 (commencing with Section 13800).

(c) As an alternative to subdivision (a), the department may suspend or revoke the person's driving privilege as provided under Article 2 (commencing with Section 13950) of Chapter 3.

(d) Upon request, the department shall notify the law enforcement agency which employs the traffic officer who issued the notice of reexamination described in subdivision (a) of the results of the reexamination.

(e) This section shall remain in effect only until January 1, 2011, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2011, deletes or extends that date.

SEC. 14. Section 12818 is added to the Vehicle Code, to read:

12818. (a) Upon receipt of a request for reexamination and presentation of a legible copy of a notice of reexamination by a person issued the notice pursuant to Section 21061, the department shall reexamine the person's qualifications to operate a motor vehicle pursuant to Section 13801, notwithstanding the notice requirement of Section 13801.

(b) Based on the department's reexamination of the person's qualifications pursuant to subdivision (a), the department shall determine if either of the following actions should be taken:

(1) Suspend or revoke the driving privilege of that person if the department finds that any of the grounds exist which authorize the refusal to issue a license.

(2) Restrict, make subject to terms and conditions of probation, suspend, or revoke the driving privilege of that person based upon the records of the department as provided in Chapter 3 (commencing with Section 13800).

(c) As an alternative to subdivision (a), the department may suspend or revoke the person's driving privilege as provided under Article 2 (commencing with Section 13950) of Chapter 3.

(d) Upon request, the department shall notify the law enforcement agency which employs the traffic officer who issued the notice of reexamination of the results of the reexamination.

(e) This section shall become operative on January 1, 2011.

SEC. 15. Section 13803 is added to the Vehicle Code, to read:

13803. (a) The department shall conduct a reexamination, including a demonstration of the person's ability to operate a motor vehicle as described in Section 12804.9, to determine whether the driving privilege of any person to operate a motor vehicle should be suspended or revoked, or whether terms or conditions of probation should be imposed upon receiving information from any member of the vehicle operator's family within 3 degrees of consanguinity, or the operator's spouse, who has reached 18 years of age, except that no person may report the same family member pursuant to this section more than one time during a 12-month period.

(b) The report described in subdivision (a) shall state that the person filing the report reasonably and in good faith believes that the operator cannot safely operate a motor vehicle. The report shall be based upon personal observation or physical evidence of a physical or medical condition that has the potential to impair the ability to drive safely, or upon personal knowledge of a driving record that, based on traffic citations or other evidence, indicates an unsafe driver. The observation or physical evidence, or the driving record, shall be described in the report, or the report shall be based upon an investigation by a law enforcement officer.

(c) No person who makes a report in good faith pursuant to this section shall be civilly or criminally liable for making that report.

(d) This section shall remain in effect only until January 1, 2011, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2011, deletes or extends that date.

TRANSIT TRIP PLANNING

Various modes of transportation and transportation services are currently available to many of the individuals identified pursuant to SB 335. An additional challenge for providing more transportation options for this population is to match the existing services with the people who need it. Listed below are several methods of transit planning that currently exist to facilitate the coordination of transportation services in California.

The Department of Transportation is providing links to the transit trip planning websites in California as they become active. The address for transit trip planning is www.dot.ca.gov/hq/masstrans/toc.htm.

Public access to accurate and up-to-date information is an integral part of any transportation system. TranStar and 1-800-COMMUTE systems should be included in any review or consideration of the transportation needs of any population.

TranStar - Transit Itinerary Planning System

TranStar is the Southern California Association of Government's (SCAG) state-of-the-art, automated regional trip planning system. It maintains route and schedule data for more than 40 transit providers and 650 transit and rail routes in the Southern California area.

With TranStar, a user enters commute information, such as origin, destination, and desired time of departure and/or arrival. TranStar identifies the optimum transit route and provides this information giving location, fares, times, and transfers. TranStar also provides transit information on specific route criteria such as "least costly", "fastest", or "with fewest transfers". Some areas are served by as many as a dozen transit providers. TranStar eliminates the need for people to make multiple calls to compare transit services, prices, and availability.

TranStar is currently utilized to provide transit itineraries for Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties' commuters, and has been installed in other major metropolitan areas including Denver and New York. In California, TranStar has been installed and utilized by BART, AC Transit and MUNI in the Bay Area. Discussions are under way to further expand and include all of the nine-county Metropolitan Transportation Commission (MTC) Area. The MTC region consists of Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco counties. Preliminary discussions are also taking place to incorporate the Sacramento/Stockton and Monterey areas into the MTC System.

As part of the "Priority Corridor" project, SCAG is working on implementing a system that would enable San Diego's transportation information to be imported into SCAG's TranStar system. This would further facilitate public access to transportation information and improve and enhance information delivery systems throughout Southern California. This effort is expected to be completed in FY 2001-02.

1-800-COMMUTE - Traveler Information System

The 1-800-COMMUTE Traveler Information System offers the public an automated system that allows the user to access information on transit, commuter rail, ridesharing, road conditions, bicycling and telecommuting. Caltrans first established the 1-800-COMMUTE number for accessing various travel modes and services.

The 1-800-COMMUTE number is currently available in the major urban areas in California. In Southern California (SCAG Region), Los Angeles, Riverside, San Bernardino and Ventura counties all utilize the number. In Orange County, the number (714) 636-RIDE is used which is not connected to the 1-800-COMMUTE system.

In San Diego County, transportation providers in partnership with Caltrans operate and provide the 1-800-COMMUTE number. Updated information on road conditions, bus, rail, and ridesharing services and programs is provided.

In the Bay Area, the MTC utilizes the number (area code) 817-1717 for provision of traveler information. This number is available in Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco counties. This number can be accessed using any of the six area codes in the Bay Area, i.e., 408, 415, 510, 650, 707, and 925.

Nationwide Standard Abbreviated Dialing Number 511

The United States Department of Transportation filed a Petition for assignment of a nationwide standard abbreviated dialing number ("N11") (e.g., 511) to deliver travel-related information to the public. State and local governments could use the abbreviated dialing number for that purpose. Travel information, such as the status of roadway construction, accident locations, and alternative routes, is currently provided by each municipality and transportation agency with its own telephone number. This travel information is under-utilized because travelers have difficulty remembering the numerous telephone numbers to access the travel-related information.

The assignment of a single, three-digit dialing code nationwide would enable more commuters to recall the number to access and use the travel-related information. Greater access to such information would enable commuters to make smarter decisions on when, where, and how to reach their destinations.

Generally, Southwest Bell Corporation is taking a national approach on developing architecture for both 511 and 211 (social services). California 511 Workshops held in October and November, 2000, helped identify the interest and the availability of using the state's master telecommunications contract, and several user requirements/needs/desires for 511 dialing code.

FIXED ROUTE SERVICE PROVIDERS

County	Agency	Address	City	Zip Code	Phone
Alameda	San Francisco Bay Area Rapid Transit District	800 Madison Street	Oakland	94604-2688	(510) 464-6000
	Alameda-Contra Costa Transit District, AC Transit	1600 Franklin Street, 10th Floor	Oakland	94612	(510) 891-4777
	Alameda, City of	2250 Central Ave., Room 250	Alameda	94501-4455	(510) 748-4515
	Alameda County	399 Elmhurst Street	Hayward	94544	(510) 670-5480
	Oakland, City of	250 Frank Ogawa Plaza, Suite 4314	Oakland	94612	(510) 238-6613
	Union City, City of	34009 Alvarado-Niles Road	Union City	94587	(510) 471-3232
	Livermore/Amador Valley Transit Authority	1362 Rutan Court, Suite 100	Livermore	94550	(925) 455-7555
	Port of Oakland	530 Water Street, Jack London Square	Oakland	94604-2064	(510) 272-1100
Amador	Amador County Transportation Commission	11400 American Legion Drive, Ste. A	Jackson	95642-2313	(209) 267-2282
Butte	Butte County	7 County Center Drive	Oroville	95965	(530) 538-7681
	Chico, City of	P.O. Box 3420	Chico	95927	(530) 895-4876
Calaveras	Calaveras County DPW	891 Mountain Ranch Road	San Andreas	95249	(209) 754-6402
Colusa	Colusa County Transit Authority	1215 Market Street	Colusa	95932	(530) 458-0466
Contra Costa	Central Contra Costa Transit Authority	2477 Arnold Industrial Way	Concord	94520-5327	(925) 676-1976
	Antioch, City of	P.O. Box 5007	Antioch	94531	(925) 779-7000
	Eastern Contra Costa Transit Authority	801 Wilbur Avenue	Antioch	94509	(925) 754-6622
	Central Contra Costa Transit Authority	2477 Arnold Industrial Way	Concord	94520	(925) 676-1976
	Western Contra Costa Transit Authority	601 Walter Avenue	Pinole	95464	(510) 724-3331

Del Norte	Del Norte County	700 5th Street	Crescent City	95531	(707) 464-7254
	Del Norte Local Transportation Commission	508 H Street, Suite 1	Crescent City	95531	(707) 465-3878
El Dorado	El Dorado County Transit Authority	6565 Commerce Way	Diamond Springs	95619	(530) 642-5383
	El Dorado County	2850 Fairlane Court	Placerville	95667	(530) 621-5900
Fresno	Clovis, City of	1033 Fifth Street	Clovis	93612	(559) 297-2300
	Fresno, City of	2600 Fresno Street	Fresno	93721	(209) 498-1560
	Fresno County Rural Transit Agency	2100 Tulare Street, Suite 619	Fresno	93721	(559) 233-6789
	Fresno Area Express (FAX)	2223 G Street	Fresno	93706	(559) 498-1393
Humboldt	Arcata & Mad River Transportation System	736 F Street	Arcata	95521	(707) 822-3775
	Arcata, City of	736 F Street	Arcata	95521	(707) 822-3775
	Blue Lake, City of	P.O. Box 458	Blue Lake	95525	(707) 668-5655
	Eureka, City of	531 K Street	Eureka	95501	(707) 441-4116
	Ferndale, City of	P.O. Box 1095	Ferndale	95536	(707) 786-4224
	Fortuna, City of	P.O. Box 545	Fortuna	95540	(707) 725-7600
	Humboldt Transit Authority	133 V Street	Eureka	95501	(707) 443-0826
	North Coast Rail Authority	7351 Rosanna Street	Gilroy	95020	(408) 848-0440
Imperial	Imperial County Department of Public Works	155 S. Eleventh Street	El Centro	92243-2853	(760) 482-4462
Inyo	Inyo Mono Transit	PO Box 1357	Bishop	93515	(760) 872-1901
Kern	Delano, City of	P.O. Box 939	Delano	93216	(661) 721-3330
	Kern County	2700 M Street, Suite 400	Bakersfield	93301	(805) 862-8884
	Kern County	2700 M Street, Suite 400	Bakersfield	93301	(800) 560-1733

Kings	Kings County Area Public Transit Agency	1400 West Lacey Blvd.	Hanford	93230	(209) 582-3211
Lake	Lake County/City Area Planning Council	160 Fifth Street	Lakeport	95453	(707) 263-1600
	Lake Transit Authority	881 Eleventh Street, pmb 707	Lakeport	95453	(559) 734-2646
Los Angeles	Alhambra Community Transit	111 S. First Street	Alhambra	91801	
	Antelope Valley Transit Authority	1031 West Avenue, L-12	Lancaster	93534	(805) 726-2616
	Arcadia Transit	240 W. Huntington Drive	Arcadia		(626) 445-2211
	Avalon Transit				(310) 510-0342
	Azusa Transit	850 W. 10 th Street	Azusa	91702	(626) 812-5206
	Baldwin Park Shuttle	14913 Ramona Boulevard	Baldwin Park	91706	(626) 337-1555
	Bell Gardens Town Trolley				(562) 806-7777
	Bellflower Bus Attn: Parks and Recreation Department	16600 Civic Center Drive	Bellflower	90706	(562) 804-1424 Ext. 2267
	Beverly Hills Trolley	455 N. Rexford Drive	Beverly Hills	90210	(310) 285-2438
	Burbank Local Transit (BLT)	275 E. Olive Avenue	Burbank	91510	(818) 246-4258
	California State University Northridge CSUN Circulator	1811 Nordhoff Street	Northridge	91330	(818) 677-1200
	Carson Circuit				(310) 952-1781
	Catalina Express	Berth 95	San Pedro	90731	(800) 481-3470
	Cerritos on Wheels	1175 E. Spring Street	Long Beach	90806	(562) 928-4269
	Commerce, City of	2535 Commerce Way	Commerce	90040	(323) 722-4805
	Compton Renaissance Transit	14011 S. Central Avenue	Los Angeles	90059	(310) 638-0556
	Cudahy Area Rapid Transit	5220 Santa Ana Street	Cudahy	90201	(323) 773-5143
	Culver City, City of	4343 Duquense Avenue	Culver City	90232	(310) 253-6500

	Downey Link	1175 E. Spring Street	Long Beach	90806	(562) 529-5465
	Duarte Minitrans	1600 Huntington Drive	Duarte	91010	(626) 357-7931
	El Monte Trolley Company	3650 Center Avenue	El Monte	91731	(626) 580-2217
	Foothill Transit	100 N. Barranca Avenue, Suite 100	West Covina	91791-1600	(626) 967-2274
	Gardena, City of	1700 W. 162nd Street	Gardena	90247	(310) 217-9552
	Glendale Beeline	633 E. Broadway, Room 300	Glendale	91206	(818) 548-3960
	Glendora Bus Service	410 E. Dulton Avenue	Glendora	91741-3380	(626) 914-8223
	La Canada Flintridge	1327 Foothill Blvd.	La Canada Flintridge	91011	(818) 790-8882
	La Mirada Transit	15677 Phoebe Street	La Mirada	90638	(562) 943-6776 or (714) 521-0330
	Lancaster, City of	44933 North Fern Avenue	Lancaster	93534-2461	(805) 723-5902
	La Puente Link	15900 E. Main Street	La Puente	91744-4788	(626) 855-1500
	Lawndale Transit (Beat)	14717 Burin Avenue	Lawndale	90260	(310) 970-2100 Ext. 171
	Long Beach Transit	P. O. Box 731	Long Beach	90801	(562) 591-8753
	Los Angeles County Metropolitan Transportation Authority	P. O. Box 194	Los Angeles	90053-0194	(213) 922-6000
	Los Angeles Dept. of Transportation (LADOT)				(213) 808-2273
	Los Angeles Smart Shuttle	East San Fernando Valley			(818) 730-1888
	Los Angeles Smart Shuttle	West San Fernando Valley			(818) 678-0450
	Los Angeles Smart Shuttle	Southside			(323) 357-6278
	Los Angeles Smart Shuttle	Koreatown			(323) 467-6278
	Lynwood Trolley	11330 Bullis Road	Lynwood	90262	(310) 603-0220

	Montebello, City of	400 South Taylor	Montebello	90640	(323) 887-4600
	Monterey Park Spirit	320 W. Newmark	Monterey Park	91754	(323) 869-1990
	Municipal Area Transit (MAX) Torrance Transit System	20500 Madrona Avenue	Torrance	90503-3692	(310) 618-6266
	Norwalk, City of	12700 Norwalk Boulevard	Norwalk	90650	(562) 929-5533
	Palos Verdes Peninsula Transit Authority	38 Crest Road West	Rolling Hills	90274	(310) 544-7108
	Palos Verdes Transit Authority	25500 Hawthorne Blvd., Suite 2120	Torrance	90505	(310) 791-1918
	Paramount Runabout	16400 Colorado Avenue	Paramount	90723-5012	(562) 220-2000
	Pasadena Area Rapid Transit System (ARTS)	100 N. Garfield, Room 212	Pasadena	91109	(626) 744-4055
	Redondo Beach, City of	415 Diamond Street	Redondo Beach	90277	(310) 372-1171
	Rosemead Express	8838 E. Valley Boulevard	Rosemead	91770	(626) 569-2100
	Santa Clarita Transit	25663 W. Avenue Stanford	Santa Clarita	91355	(661) 294-2500
	Santa Fe Springs Tram	12700 Imperial Highway	Norwalk	90650	(562) 929-5735/TDD (562) 929-5505
	Santa Monica, City of	1660 Seventh Street	Santa Monica	90401	(310) 458-1975
	Southern California Regional Rail Authority	700 S. Flower Street, 26 th Floor	Los Angeles	90017-4101	(213) 244-6803
	Torrance, City of	20500 Madrona Avenue	Torrance	90503	(310) 618-6266
	University of California Los Angeles UCLA Shuttle	555 Westwood Plaza, Box 951354	Los Angeles	90095-1354	(310) 206-1196
	West Covina Shuttle				(626) 814-8491
	West Hollywood City Line	8300 Santa Monica Boulevard	West Hollywood	90069	(323) 848-6375
Madera	Madera, City of	205 W. 4th Street	Madera	93637	(559) 661-5400
	Madera County	201 Almond Avenue	Madera	93637	(559) 675-7811

Marin	Marin County Transit District	Civic Center, Room 255	San Rafael	94903	(415) 499-6099
	Sausalito, City of	420 Litho Street	Sausalito	94965	(415) 289-4100
Mariposa	Mariposa County Local Transportation Commission	4639 Ben Hur Road	Mariposa	95338	(209) 966-5151
Mendocino	Ukiah, City of	300 Seminary Avenue	Ukiah	95482	(707) 463-6200
	Mendocino Transit Authority	241 Plant Road	Ukiah	95482	(707) 462-5765
Merced	Atwater, City of	750 Bellevue Road	Atwater	95301	(209) 357-6300
	Merced, City of	678 W. 18th Street	Merced	95340	(209) 385-6846
	Merced County Transit	715 Martin Luther King Jr. Way	Merced	95340-6041	(209) 385-7602
Modoc	Modoc Transportation Agency	202 West 4th Street	Alturas	96101-3519	(530) 233-6422
Monterey	Salinas, City of	200 Lincoln Avenue	Salinas	93901	(831) 758-7201
	Seaside, City of	P. O. Box 810	Seaside	93955	(831) 899-6200
	Monterey-Salinas Transit	One Ryan Ranch Road	Monterey	93940	(831) 899-2558
Napa	Napa County Transportation Planning Agency	1804 Soscol Avenue, Suite 200	Napa	94559-1346	(707) 259-8779
Nevada	Nevada County	950 Maidu Avenue	Nevada City	95959	(530) 477-0103
Orange	Laguna Beach, City of	505 Forest Avenue	Laguna Beach	92651	(949) 497-0746
	Santa Ana, City of	20 Civic Center Plaza	Santa Ana	92701	(714) 647-5400
	Orange County Transportation Authority	P.O. Box 14184	Orange	92863-1584	(714) 560-6282
Placer	Lincoln, City of	640 5th Street	Lincoln	95648	(916) 645-8576
	Roseville, City of	316 Vernon Street, #100	Roseville	95678	(916) 774-5480
	Lincoln Transit	1390 1st Street	Lincoln	95648	(916) 645-3314

	Placer County Transit	11444 B Avenue	Auburn	95603	(530) 889-7582
	Tahoe Area Regional Transit	11444 B Avenue	Auburn	95603	(530) 889-7582
Plumas	Plumas County Transportation Commission	1834 E. Main Street	Quincy	95971	(530) 283-6492
	Plumas County, Service Area 12	P.O. Box 10116	Quincy	95971	(530) 283-1606
Riverside	Banning, City of	P.O. Box 998	Banning	92220	(909) 922-3243
	Corona, City of	815 West Sixth Street	Corona	91720	(909) 279-3522
	Palm Springs, City of	3200 Tahquitz-McCallum Way	Palm Springs	92262	(760) 323-8200
	Corona Regional Medical Center	800 S. Main Street	Corona	91720	(909) 736-6296
	Morongo Band of Mission Indians	11581 Potrero Road	Banning	92220-2965	(909) 849-4697
	Riverside Transit Agency	P.O. Box 59968	Riverside	92517	(909) 684-0850
	Sunline Transit Agency	32-505 Harry Oliver Trail	Thousand Palms	92276	(760) 343-3456
Sacramento	Folsom, City of	50 Natoma Street	Folsom	95630	(916) 355-8368
	Sacramento Regional Transit District	P.O. Box 2110	Sacramento	95812-2110	(916) 321-2989
San Bernardino	Barstow, City of	220 E. Mountain View Street	Barstow	92311-2888	(760) 256-3531
	Victorville, City of	14343 Civic Drive	Victorville	92392	(760) 955-5000
	Morongo Basin Transit Authority	71747 Twentynine Palms Highway	Twenty Nine Palms	92277	(760) 367-5272
	OMNITRANS	1700 W. 5th Street	San Bernardino	92411	(909) 889-0811
	Mountain Area Regional Transit Authority	P.O. Box 1501	Big Bear Lake	92315	(909) 584-9517
	Victor Valley Transit Authority (VVTa)	11741 East Santa Fe Avenue	Hesperia	92345	(760) 948-4330
San Diego	National City Transit	522 West 8th Street	National City	91950	(619) 474-7505
	North San Diego County Transit District	810 Mission Avenue	Oceanside	92054-2825	(760) 966-6551

	San Diego County Transit System	5469 Kearny Villa Road, #305	San Diego	92123-1295	(858) 874-4001
	San Diego Metropolitan Transit Development Board	1255 Imperial Avenue, Suite 900	San Diego	92101-7490	(619) 231-1466
	San Diego Transit Corporation	P.O. Box 122511	San Diego	92112	(619) 238-0100
San Francisco	Golden Gate Bridge, Highway & Transportation District	P.O. Box 9000, Presidio Station	San Francisco	94129	(415) 923-2236
	Port of San Francisco	Ferry Building, Suite 3100	San Francisco	94111	(415) 274-0352
	San Francisco Municipal Transportation Agency	401 Van Ness, #334	San Francisco	94102	(415) 554-4129
San Joaquin	Lodi, City of	P.O. Box 3006	Lodi	95241	(209) 333-6706
	San Joaquin Regional Transit District	1533 East Lindsay Street	Stockton	95205	(209) 948-5566
	Stockton Metropolitan Transit District	1533 E. Lindsay Street	Stockton	95205-4498	(209) 948-5566
San Luis Obispo	Paso Robles, City of	1000 Spring Street	Paso Robles	93446	(805) 237-3999
	San Luis Obispo, City of	955 Morro Street	San Luis Obispo	93401	(805) 781-7121
	San Luis Obispo Regional Transit Authority	1150 Osos Street, Suite 206	San Luis Obispo	93401	(805) 781-4465
	South County Area Transit	760 Mattie Road	Pismo Beach	93448	(805) 781-4465
San Mateo	Coastside Opportunity Center, Inc.	P.O. Box 1089	El Granada	94018	(650) 726-9071
	Peninsula Corridor Joint Powers Board	1250 San Carlos Avenue	San Carlos	94070-1306	(650) 508-6455
	San Mateo County Transit District	1250 San Carlos Avenue	San Carlos	94070-1306	(650) 508-6200
	San Carlos, City of	666 Elm Street	San Carlos	94070	(650) 593-8011
	Millbrae, City of	621 Magnolia Avenue	Millbrae	94030	(650) 259-2339
	Belmont, City of	1070 6th Avenue	Belmont	94002	(650) 595-7413
	Daly City, City of	333 90th Street	Daly City	94015	(650) 991-8000

	Redwood City, City of	1017 Middlefield Road	Redwood City	94064	(650) 780-7380
Santa Barbara	Santa Maria, City of	509 West Morrison Avenue, Suite"A"	Santa Maria	93458	(805) 928-5624
	Santa Barbara Metropolitan Transit District	550 East Cota Street	Santa Barbara	93101	(805) 963-3364
Santa Clara	Gilroy, City of	7351 Rosanna Street	Gilroy	95020	(408) 848-0440
	Santa Clara Valley Transportation Authority	3331 N. First Street, Bldg 13	San Jose	95134	(408) 321-5559
	Morgan Hill Redevelopment Agency, City	17555 Peak Avenue	Morgan Hill	95037	(408) 779-7271
Santa Cruz	Watsonville, City of	250 Main Street	Watsonville	95076	(831) 761-0736
	Santa Cruz Metropolitan Transit District	370 Encinal Street, Suite 100	Santa Cruz	95060	(831) 426-6080
Shasta	Redding Area Bus Authority	760 Parkview Avenue	Redding	96001-3396	(530) 241-2877
	Anderson Cottonwood Transit				
Sierra	Sierra County	P.O. Box 98	Downieville	95936	(530) 289-3201
Siskiyou	Siskiyou County Transit and General Express	305 Butte Street	Yreka	96097	
Solano	Benicia, City of	250 East L Street	Benicia	94510	(707) 746-4223
	Fairfield, City of	1000 Webster Street	Fairfield	94533	(707) 428-7590
	Vacaville, City of	650 Merchant Street	Vacaville	95688	(707) 449-5330
	Vallejo, City of	555 Santa Clara	Vallejo	94590	(707) 648-4527
Sonoma	Healdsburg, City of	P.O. Box 578	Healdsburg	95448	(707) 431-3317
	Petaluma, City of	P.O. Box 61	Petaluma	94953	(707) 778-4360
	Santa Rosa, City of	P.O. Box 1678	Santa Rosa	95402	(707) 543-3325

	Sebastopol, City of	7120 Bodega Avenue	Sebastopol	94572	(707) 823-7863
	Sonoma County Transit	355 W. Robles Avenue	Santa Rosa	95407	(707) 585-7516
Stanislaus	Modesto, City of	1010 10th Street	Modesto	95354	(209) 577-5213
	Turlock, City of	156 S. Broadway	Turlock	95380	(209) 668-5599
	Stanislaus Regional Transit	1010 10th St., Suite 3500	Modesto	95354	(209) 525-6552
Sutter	Yuba City, City of	1201 Civic Center Boulevard	Yuba City	95993	(530) 822-4626
	Yuba/Sutter Transit Authority	2100 B Street	Marysville	95901	(530) 634-6880
Tehama	Tehama County	9380 San Benito Avenue	Gerber	96035-9702	(530) 385-1462
Tulare	Porterville, City of	P.O. Box 432	Porterville	93258	(559) 782-7466
	Tulare, City of	360 North "K" Street	Tulare	93274	(559) 685-2359
	Visalia, City of	315 East Acequia Ave	Visalia	93291	(559) 738-3305
	Tulare County Transit	Room 10, County Civic Center	Visalia	93291	
Tuolumne	Tuolumne County Transit	2 South Green Street	Sonora	95370	
Ventura	Camarillo, City of	601 Carmen Drive	Camarillo	93011	(805) 388-5307
	Moorpark, City of	799 Moorpark Avenue	Moorpark	93021	(805) 529-6864
	Ojai, City of	P.O. Box 1570	Ojai	93024	(805) 646-5581
	Simi Valley, City of	2929 Tapo Canyon Road	Simi Valley	93063-2199	(805) 583-6481
	Thousand Oaks, City of	2100 Thousand Oaks Boulevard	Thousand Oaks	91362-2903	(805) 449-2400
	South Coast Area Transit	P.O. Box 1146	Oxnard	93032-1146	(805) 483-3959
	Ventura County Transportation Commission	950 County Square Drive, Suite 207	Ventura	93003	(805) 642-1591
Yolo	Davis, City of	23 Russell Blvd.	Davis	95616	(530) 757-5604
	Unitrans	372 Memorial Union, UC Davis	Davis	95616	(530) 752-5636

	Yolo County	292 W. Beamer Street	Woodland	95695	(530) 666- 8775
	Yolo County Transportation District	350 Industrial Way	Woodland	95776	(530) 661- 0816

Consolidated Transportation Service Agencies (CTSA)

In 1979, the State Legislature passed the Social Services Transportation and Improvement Act in Assembly Bill (AB) 120. This law required County Transportation Commissions to develop an inventory of public and private non-profit social service transportation service providers, and an action plan for the coordination and improvement of these services. Each county transportation commission was required to designate a Consolidated Transportation Services Agency (CTSA) to implement an action plan.

In 1989, the State Legislature amended this Act to require each transportation-planning agency without an active CTSA to prepare a new action plan to improve social service coordination. In addition, all transportation planning agencies and county transportation commissions were required to prepare an update to the social services transportation inventory every four years and a bi-annual update on their social service transportation coordination efforts. There are 46 CTSAs in California.

CTSAs work closely with social service agencies, local governments, private operators and other transportation providers to match available transit resources with existing needs throughout each county. The law called for coordination and/or consolidation to be considered in six broad areas:

- ◆ Purchasing of equipment
- ◆ Training of vehicle operators
- ◆ Centralized dispatching
- ◆ Centralized maintenance
- ◆ Centralized administration
- ◆ Consolidation of funding sources

CTSAs can coordinate and provide other services, such as referral services, education and training programs, resource materials, technical assistance, maintenance, emergency backup service (drivers and repair), purchasing, and dispatching.

CTSAs can also operate a pool of vehicles for use by various agencies. One vehicle might be used three hours to provide service to an adult day care center, two hours to deliver meals to the homebound, and three hours to transport blind passengers.

CONSOLIDATED TRANSPORTATION SERVICE AGENCIES

County	Agency	Address	City	Zip Code	Phone
Amador	Amador Regional Transit System	11400-b American Legion Drive	Jackson	95642-2313	(209) 223-2877
Butte	Butte County	7 County Center Drive	Oroville	95965	(530) 538-7681
Colusa	Colusa County Transit Authority	1215 Market Street	Colusa	95932	(530) 458-0466
Del Norte	Del Norte Association for Developmental Services	700 Northcrest Drive, Suite D4	Crescent City	95531	(707) 464-8338
El Dorado	El Dorado County Transit Authority	6565 Commerce Way	Diamond Springs	95619	(530) 642-5383
Fresno	Clovis, City of	1033 Fifth Street	Clovis	93612	(559) 297-2300
	Fresno County Economic Opportunities Commission (CTSA)	3120 West Nielsen, Suite 101	Fresno	93706	(559) 486-6587
	Fresno County Rural Transit Agency	2100 Tulare Street, Suite 619	Fresno	93721	(559) 233-6789
Humboldt	Humboldt County Association for the Retarded Citizens, Inc.	525 7th Street	Eureka	95501	(707) 443-7077
Imperial	Imperial County Department of Public Works	155 S. Eleventh Street	El Centro	92243-2853	(760) 482-4462
Inyo	Inyo County Board of Supervisors	P.O. Box N	Independence	93526	(760) 878-0373
Kern	North Bakersfield Recreation and Park District	222 Minner Street	Bakersfield	93308	(661) 392-2035
Lake	Lake Transit Authority	160 Fifth Street	Lakeport	95481	(707) 263-7868
Lassen	Indian Elders Council	1700 Sunkist Drive	Susanville	96130	(530) 257-2113
	Lassen County Transportation Commission	707 Nevada Street	Susanville	96310	(530) 251-8288
Los Angeles	Access Services, Incorporated	P.O. Box 71684	Los Angeles	90071	(213) 270-6000
Madera	Madera County Action Committee	1200 W. Maple Street	Madera	93637	(559) 673-9173

Mendocino	Mendocino Transit Authority	241 Plant Road	Ukiah	95482	(707) 462-5765
Modoc	Modoc Transportation Agency	202 West 4th Street	Alturas	96101-3519	(530) 233-6422
Monterey	Transportation Agency for Monterey County	312 East Alisal Street	Salinas	93901-4371	(831) 755-4812
	Monterey-Salinas Transit	One Ryan Ranch Road	Monterey	93940	(831) 899-2558
Napa	Napa County				
	Napa County Transportation Planning Agency	1804 Soscol Avenue, Suite 200	Napa	94559-1346	(707) 259-8779
Nevada	Gold Country Telecare, Inc.	P.O. Box 2161	Grass Valley	95945	(530) 272-1710
	County of Nevada Transit Services Department	950 Maidu Avenue	Nevada City	95959-8617	(530) 477-0103
Orange	Orange County Transportation Authority	P.O. Box 14184	Orange	92863-1584	(714) 560-6282
Placer	Pride Industries One, Inc. (CTSA)	10030 Foothill Blvd., #1750	Roseville	95747	(916) 788-2321
	C T S A Placer	10030 Foothill Blvd., #1750	Roseville	95747	(530) 888-7433
Plumas	Plumas County Transportation Commission	1834 E. Main Street	Quincy	95971	(530) 283-6492
Riverside	Riverside Transit Agency	P.O. Box 59968	Riverside	92517	(909) 684-0850
	Sunline Transit Agency	32-505 Harry Oliver Trail	Thousand Palms	92276	(760) 343-3456
Sacramento	Paratransit, Inc. (CTSA)	P.O. Box 231100	Sacramento	95823-0401	(916) 363-0132
San Benito	Council of San Benito County Governments	3220 Southside Road	Hollister	95023	(836) 377-6650
San Diego	American Red Cross, San Diego/Imperial	3650 Fifth Avenue	San Diego	92103	(619) 542-7400
	North County Lifeline, Inc.	200 Jefferson Street	Vista	92084	(760) 726-6396
	Wheels/CTSA American Red Cross	3650 Fifth Avenue	San Diego	92103	(126) 20 - X30
San Luis Obispo	United Cerebral Palsy of San Luis Obispo	1160 Marsh Street, Suite 102	San Luis Obispo	93401	(805) 543-2039
San Mateo	Coastside Opportunity Center, Inc.	P.O. Box 1089	El Grenada	94018	(650) 726-9071

Santa Barbara	Easy Lift Transportation, Inc. (CTSA)	423 West Victoria Street	Santa Barbara	93101	(805) 568-5119
	Santa Maria Organization of Transportation Helpers, Inc.	509 West Morrison Avenue, Suite "A"	Santa Maria	93458	(805) 922-8476
Santa Clara	Outreach And Escort, Inc.	97 E. Brokaw Road, Suite 140	San Jose	95112	(408) 436-2865
Santa Cruz	Food And Nutrition Services, Inc.	236 Santa Cruz Avenue	Aptos	95003	(831) 688-8840
Siskiyou	Siskiyou County Transportation Commission	305 Butte Street	Yreka	96097	(530) 824-8250
Stanislaus	United Cerebral Palsy Association of Stanislaus/Tuolumne	1213 13th Street	Modesto	95354	(209) 577-2122
Tehama	Tehama County Board of Supervisors	P.O. Box 250	Red Bluff	96080	(530) 527-4655
Trinity	Trinity County Transportation Commission	P.O. Box 2819	Weaverville	96093-2819	(530) 623-1351
Tuolumne	Tuolumne County Board of Supervisors	2 South Green Street, Suite "D"	Sonora	95370	
Ventura	Ventura County Transportation Commission	950 County Square Drive, Suite 207	Ventura	93003	(805) 642-1591

APPENDIX E

PARATRANSIT PROVIDERS

County	Agency	Address	City	Zip Code	Phone
Alameda	Alzheimers Services of East Bay	2320 Channing Way	Berkeley	94704	(510) 644-8292
	Bay Area Community Services	7901 Oakport St., #24, P.O. Box 2269	Oakland	94621	(510) 436-2311
	Center for Aids Services	5720 Shattuck Avenue	Oakland	94609	(510) 655-3435
	Center for Elders Independence	1955 San Pablo Avenue.	Oakland	94612	(510) 433-1150
	East Bay Services to Dev. Disabled/Evergreen	797 Montague Road	San Leandro	94577	(510) 895-2838
	Horizon Services	2595 Depot Road	Hayward	94545	(510) 785-7454
	Oakland Chinese Community Council	168 11th Street	Oakland	94607	(510) 839-2022
	Sunnit Medical Center	350 Hawthorne Avenue	Oakland	94609	(510) 874-8011
Butte	Butte Community College District	3536 Butte Campus Dr.	Oroville	95926	(530) 895-2381
	Innovative Health Care Services	124 Parmac	Amador		(209) 267-5978
	Work Training Center	2233 Fair Street	Chico	95926	(916) 343-7994
Calaveras	Human Resources Council	P.O. Box 919	San Andreas	95249	(209) 754-3114
Colusa	Colusa County Transit Authority	1215 Market Street	Colusa	95932	(530) 458-0466
Contra Costa	Cambridge Community Center	1146 Lacey Lane	Concord	94520	(925) 798-1078
	Contra Costa ARC	1340 Arnold Dr., Ste. 127	Martinez	94553	(510) 370-1818
	Golden Rain Foundation of Walnut Creek	800 Rockview Drive	Walnut Creek	94595	(925) 988-7659
	Satellite Senior Homes II, Inc.	2526 Martin Luther King Jr. Way	Berkeley	94704	(510) 647-0700
	The Respite Inn	906 Lee Lane	Concord	94520	(925) 686-5758
Del Norte	Del Norte Assn. for Developmental Services	1301 Northcrest Drive	Crescent City	95531	(707) 464-8338
El Dorado	El Dorado County	2850 Fairlane Court	Placerville	95667	(530) 621-5900

	El Dorado County Transit Authority	6565 Commerce Way	Diamond Springs	95619	(530) 642-5383
Fresno	Clovis, City of	1033 Fifth Street	Clovis	93612	(559) 297-2300
	Fresno County Rural Transit Agency	2100 Tulare Street, Suite 619	Fresno	93721	(559) 233-6789
	Fresno County Economic Opportunities Commission (CTSA)	3120 West Nielsen, Suite 101	Fresno	93706	(559) 486-6587
	Fresno County EOC	1920 Mariposa Mall	Fresno	93706	(559) 486-6594
	The Third Floor of Fresno/Westcare	P.O. Box 12107	Fresno	93776	(559) 251-4800
Glenn	North Valley Services	13315 Baker Road	Red Bluff	96080	(530) 529-2100
Humboldt	Community Cornerstone, Inc.	P.O. Box 70	Redway	95560	(707) 923-9248
	Adult Day Health Care of Mad River	3800 Janes Road	Arcata	95521	(707) 822-4866
	Blue Lake Rancheria of Calif.	P.O. Box 428	Blue Lake	95525	(707) 668-5101
	Humboldt Community Access to Resources ARC	P.O. Box 3154	Eureka	95502	(707) 445-8419
	Humboldt County Assn. for the Retarded Citizens, Inc.	525 7th Street	Eureka	95501	(707) 443-7077
	Humboldt Senior Resource Center	1910 California Street	Eureka	95501	(707) 443-9747
	Redwoods United	P.O. Box 4799	Arcata	95518	(707) 822-7070
Imperial	Association For Retarded Citizens-Imperial County	P.O. Box 1828	El Centro	92244	(760) 337-8002
	Imperial County Department of Public Works	155 S. Eleventh Street	El Centro	92243-2853	(760) 482-4462
	West Shores Health Education Association	1289 S. Marina West (S-22)	Salton City	92275	(760) 394-4880
Inyo	Bishop Indian Tribal Council	50 Tu Su Lane	Bishop	93515	(760) 873-3584
	Happy Times Senior Citizens of Indian Wells Valley	P.O. Box 1691	Ridgecrest	93555	(760) 375-5438
	Inyo-Mono Area Agency on Aging	P.O. Box 1357	Bishop	93515	(760) 872-1901
	Inyo-Mono Association for the Handicapped	148 Willow Street	Bishop	93514	(760) 873-8668
	Southern Inyo County Local Health Care District	501 E. Locust Street	Lone Pine	93545	(760) 876-5501

Kern	Bakersfield Association for Retarded Citizens	2240 S. Union Avenue	Bakersfield	93307	(661) 834-2272
	Bakersfield Senior Center	530 4th Street	Bakersfield	93304	(661) 325-1113
	Delano Association for the Developmentally Disabled	612 Main Street	Delano	93215	(805) 721-3220
	Desert Area Resources and Training	210 E. Ridgecrest Blvd.	Ridgecrest	93555	(760) 375-9787
	Desert Counseling Clinic, Inc.	2916 Eye Street	Bakersfield	93301	(805) 859-2040
	North Bakersfield Recreation and Park District	222 Minner Street	Bakersfield	93308	(661) 392-2035
	Pioneer Senior Citizens of Buttonwillow	P.O. Box 702	Buttonwillow	93206-0702	(805) 764-5970
	Taft ARC	204 Van Buren	Taft	93268	(805) 763-1532
	Wasco Assn for the Developmentally Disabled	P.O. Box 464, 604 E St.	Wasco	93280-0464	(805) 758-5331
Kings	Kings County Area Public Transit Agency	1400 W. Lacey Blvd.	Hanford	93230	(209) 582-3211
Lake	Lake Transit Authority	1634 Linden Avenue	Visalia	93291	(209) 734-2646
	Peoples Services	4195 Lakeshore Blvd.	Lakeport	95453	(707) 263-3810
Lassen	Indian Elders Council	1700 Sunkist Drive	Susanville	96130	(530) 257-2113
Los Angeles	Access Services, Incorporated	P.O. Box 71684	Los Angeles	90071	(213) 270-6000
	Almansor Education Center	1955 South Fremont Ave.	South Pasadena	91030	(323) 344-4271
	Alta Med Health Services Corporation	5425 E. Pomona Blvd.	Los Angeles	90022	(323) 728-0411
	City of Whittier	13230 E. Penn St	Whittier	90602	(562) 464-3353
	Clare Foundation	1871 9th Street	Santa Monica	90405	(310) 314-6200
	Community Health Foundation of East Los Angeles	3945 East Whittier Blvd.	Los Angeles	90023	
	Community Senior Services, Inc.	2120 Foothill Blvd, Suite 115	LaVerne	91750	(909) 593-7511
	Downey Community Hospital	12130 Paramount Blvd.	Downey	90242	(562) 904-4471
	Dubnoff Center for Child Development and Educational Therapy	10526 Dubnoff Way	North Hollywood	91606	(818) 755-4950

	East Los Angeles Remarkable Citizens' Association	3839 Selig Place	Los Angeles	90031	(323) 223-3079
	Filipino American Service Group	135 N. Park View	Los Angeles	90026	(213) 487-9804
	Goodwill Industries of Southern California	342 San Fernando Road	Los Angeles	90031	(323) 223-1211
	Jewish Family Services of Los Angeles	330 N. Fairfax Avenue	Los Angeles	90036	(323) 937-5900
	Lifesteps Foundation, Inc. (LA)	12555 W. Jefferson Blvd., Suite 275	Los Angeles	90066	(310) 673-9915
	Los Amigos Research & Education Institute, Inc.	P.O. Box 3500, Los Amigos Station	Downey	90242	(562) 401-7402
	Los Angeles County Metropolitan Transportation Authority	P.O. Box 194	Los Angeles	90053-0194	(213) 922-6000
	Mary Lind Foundation	2500 Wilshire Blvd., Suite 826	Los Angeles	90057	(213) 382-0936
	New School for Child Development	13130 Burbank Blvd.	Sherman Oaks	91401	(818) 779-5212
	Oldtimers Foundation	6925 Salt Lake Avenue	Huntington Park	90255	(323) 589-7100
	People Coordinated Services of Southern California, Inc.	1221 South Western Avenue	Los Angeles	90006	(213) 735-1231
	Pomona Valley Community Services, Inc.	2120 Foothill Blvd., Suite 115	La Verne	91750	(909) 593-7511
	Prototypes, A Center For Innovation	5601 W. Slauson Avenue, Suite 200	Culver City	90230	(310) 641-7795
	Rancho Los Amigos Medical Center	7601 E. Imperial Hwy, 800 W. Annex	Downey	90242	(562) 401-7111
	Saint Francis Medical Center	3630 E. Imperial Hwy	Lynwood	90262	(310) 603-6880
	San Fernando Valley Community Mental Health Center	6740 Kester Avenue	Van Nuys	91405	(818) 908-4999
	Santa Marta Hospital	319 N. Humphreys Ave.	Los Angeles	90022	(323) 260-8629
	Southern California Rehabilitation Service	12458 Rivers Avenue	Downey	90242	(562) 862-6531
	Straight Talk Clinic, Inc.	3350 Olive Avenue	Signal Hill	90807	(562) 424-5557
	Tarzana Treatment Center, Inc.	18646 Oxnard Street	Tarzana	91356	(818) 996-1051

	Tierra Del Sol Foundation	9919 Sunland Blvd.	Sunland	91040	(818) 352-1419
	Valley Cities Jewish Community Center	13164 Burbank Blvd.	Sherman Oaks	91401	(818) 786-6310
	Watts Labor Community Action Committee	10950 S. Central Avenue	Los Angeles	90059	(323) 563-5639
	Westside Jewish Community Center	5870 West Olympic Boulevard	Los Angeles	90036-4698	(213) 938-2531
	White Memorial Medical Center Foundation	1720 Cesar Chavez Avenue	Los Angeles	90033	
	Whittier Area Parents Association for Developmentally	11980 E. Telegraph Road, Bldg 1, Suite 1	Santa Fe Springs	90670	(562) 946-0467
	Willing Workers for the Mentally Retarded	4813 W. Washington Blvd.	Los Angeles	90016	(323) 857-1012
Madera	Heartland Opportunity Center	323 North E Street	Madera	93638	(559) 674-8828
	Madera County Action Committee	1200 W. Maple Street	Madera	93637	(559) 673-9173
Marin	Marin Senior Coordinating Council	930 Tamalpais Avenue	San Rafael	94901	(415) 456-9062
	Novato Human Needs Center	1907 Novato Blvd.	Novato	94947	(415) 897-4147
Mendocino	Anderson Valley Senior Center	P.O. Box 519	Boonville	95415	(707) 895-3609
	Mendocino Transit Authority	241 Plant Road	Ukiah	95482	(707) 462-5765
	Redwood Coast Seniors	490 N. Harold Street	Fort Bragg	95437	(707) 964-0443
	South Coast Senior Citizens	140 Main Street	Point Arena	95468	(707) 882-2137
	Ukiah Senior Center	499 Leslie Street	Ukiah	95482	(707) 462-4343
	Willits Seniors, Inc.	1501 Baechtel Road	Willits	95490	(707) 459-6826
Merced	Kingview Work Experience Center	P.O. Box 774	Atwater	95301	(209) 357-0321
Modoc	Modoc Work Activity Center	310 W. C Street	Alturas	96101	(530) 233-4527
	Teach	139 Henderson Street	Alturas	96101	(530) 233-7102
Monterey	Monterey Salinas Transit	One Ryan Ranch Road	Monterey	93940	(831) 393-8125
Napa	Napa County Transportation Planning Agency	1804 Soscol Avenue, Suite 200	Napa	94559-1346	(707) 259-8779

	Napa Valley Activity Center	650 Imperial Way, Suite 202	Napa	94559	(707) 253-0400
	Solano-Napa Agency on Aging	P.O. Box 3069	Vallejo	94590	(707) 644-6612
Napa	Veterans Home of California	P.O. Box 1200	Yountville	94599	(707) 944-4815
	Volunteer Center of Napa	1820 Jefferson Street	Napa	94559	(707) 252-6222
Nevada	Gold Country Telecare, Inc.	P.O. Box 2161	Grass Valley	95945	(530) 272-1710
	High Sierra Senior Citizens, Inc.	10040-A Estates Drive	Truckee	96161	(530) 587-2408
	Town of Truckee	11570 Donner Pass Rd.	Truckee	96161	(530) 582-7700
Orange	Aids Services Foundation	17982 Sky Park Circle, Suite 4	Irvine	92714	(949) 253-1518
	Feedback Foundation, Inc.	1200 N Knollwood Circle	Anaheim	92801	
	Golden Rain Foundation of Laguna Hills	23522 Paseo De Valencia	Laguna Hills	92653	
	Irvine Adult Day Health Services, Inc.	20 Lake Road	Irvine	92801	(949) 262-1123
	Orange County Transportation Authority	P.O. Box 14184	Orange	92863-1584	(714) 560-6282
	Rehabilitation Institute of Southern California (RIO)	1800 East La Beta Avenue	Irvine	92666	
	Saddleback Community Enterprises	26041 Pala	Mission Viejo	92691	(949) 837-7280
	South County Senior Services, Inc.	24300 El Toro Road A-2000 Laguna	Laguna Hills	92653	
	Speech and Language Development Center, Inc.	8699 Holder	Buena Park	90620	(714) 821-3620 x226
	Westview Vocational Services	1655 South Euclid	Anaheim	92802	(714) 956-4190
Placer	CTSA Placer	10030 Foothill Blvd., #1750	Roseville	95747	(530) 888-7433
	Health for All (Auburn)	4065 Grass Valley Highway, #206	Auburn	95603	(530) 885-2655
	Pride Industries One, Inc. (CTSA)	10030 Foothill Blvd., #1750	Roseville	95747	(916) 788-2321
Plumas	Plumas Job Training Center	P.O. Box 3750	Quincy	95971	(916) 283-2538
Riverside	Angelview Crippled Childrens Foundation	12379 Miracle Hill Rd.	Desert Hot Springs	92240	(760) 329-6471

	Eisenhower Memorial Hospital	42-201 Beacon Hill, Suite A	Palm Desert	92260	(760) 346-3119
	Family Service Association of Western Riverside County	3634 Elizabeth Street	Riverside	92506	(909) 686-3706
	Foundation for the Retarded of the Desert	73-255 Country Club Drive	Palm Desert	92260	(760) 346-1611
	Friends of Moreno Valley Senior Center	25075 Fir Avenue	Moreno Valley	92553	(909) 243-6890
	Inland AIDS Project	3756 Elizabeth Street	Riverside	92506	(909) 784-2437
	Mt. San Jac Alliance for the Mentally Ill	44981 Viejo Drive	Hemet	92343	(909) 927-2546
	Riverside Transit Agency	P.O. Box 59968	Riverside	92517	(909) 684-0850
	Transportation Specialists, Inc.	6458 Industrial Avenue	Riverside	92504	(909) 358-9175
	Valley Resource Center	3519 N. Perris Blvd.	Perris	92571	(909) 657-0609
Sacramento	Easter Seal Society of Superior California	3205 Hurley Way	Sacramento	95864	(916) 485-6711
	Folsom, City of	50 Natoma Street	Folsom	95630	(916) 355-8368
	Health For All, Inc.	2730 Florin Road	Sacramento	95822	(916) 393-4861
	Integrated Employment Enterprises	2277 Watt Avenue, Suite C-306	Sacramento	95821	(916) 488-2155
	Paratransit	P.O. Box 231100, 2401 Florin Road	Sacramento	95823-0401	(916) 429-2009
	Paratransit, Inc. (CTSA)	P.O. Box 231100	Sacramento	95823	(916) 363-0132
	Sutter Health Central	1234 U Street	Sacramento	95818	(916) 446-3100
	United Cerebral Palsy Sacramento	191 Lathrop Way, Suite N	Sacramento	95815	(916) 565-7700
	United Christian Center (Robertson)	3400 Elvas Avenue	Sacramento	95819	(916) 452-2529
San Benito	San Benito County Local Transportation Authority	3216 Southside Road	Hollister	95023	(831) 636-4170
San Bernardino	County of San Bernardino, Dept. of Aging and Adult	688 E. Mill Street	San Bernardino	92415-0640	(831) 636-4170
	Omnitrans	1700 W. 5th Street	San Bernardino	92411	
	Barstow, City of	220 E. Mountain View Street	Barstow	92311	(760) 256-3531

	Community Health Care Systems of San Bernardino	1805 N. Medical Center Drive	San Bernardino	92411	(909) 887-6333 x120
	Lillie Ruff's, Inc.	P.O. Box 571	Adelanto	92301	(760) 949-4554
	Needles Senior Citizens Club	1699 Bailey Avenue	Needles	92363	(760) 326-4789
	Victor Valley Transit Authority	11741 East Santa Fe	Hesperia	92345	(760) 948-4330
San Diego	Alzheimer's Family Centers, Inc.	3702 Fourth Avenue	San Diego	92103	(619) 543-4700
	American Red Cross	3650 Fifth Avenue	San Diego	92103	(619) 542-7400
	Developmental Services Continuum, Inc.	7944 Golden Avenue	Lemon Grove	91945-1810	(619) 460-7333
	Escondido Youth Encounter, Inc.	200 N. Ash Street	Escondido	927027	
	Fraternity House, Inc.	20702 Elfin Forest Rd.	Escondido	92029	(760) 736-0293
	Home of Guiding Hands	10025 Los Ranchitos Rd.	Lakeside	92040	(619) 448-3700
	T E R I INC	3225 Roymar Road, Suite A	Oceanside	92054	(760) 721-1706
	La Mesa-Lemon Grove Spring Valley Nutrition Board	8235 Mount Vernon Street	Lemon Grove	91945	
	Lifeline Community Services	200 Michigan Avenue	Vista	92084	(760) 726-3961
	North County Lifeline, Inc.	200 Jefferson Street	Vista	92084	(760) 726-6396
	Sam & Rose Stein Education Center	6145 Decena Drive	San Diego	92120	(619) 281-5511
	San Diego Service Center for the Blind	5922 El Cajon Blvd.	San Diego	92115	(619) 583-1542
	Sharp Healthcare HEALTHCARE	9000 Wakarusa	La Mesa	91942	(619) 644-4288
	Sharp Mesa Vista Hospital	7850 Vista Hill Avenue	San Diego	92123	(858) 694-8402
	St. Madeleine Sophie's Center	2119 E. Madison Avenue	El Cajon	92019	(619) 442-5129
	Tri-City Medical Center	4002 Vista Way	Oceanside	92056	
	Vista Hill Foundation	9555 Chesapeake Drive	San Diego	92123	(858) 514-5100
San Francisco	Bayview Hunters Point	1250 LaSalle Street	San Francisco	94124	(415) 826-4774

	Centro Latino De San Francisco	1656 15th Street	San Francisco	94103	(415) 861-5566
	Delancy Street Foundation		San Francisco	94107	(415) 512-5139
	Goldman Institute on Aging	3330 Geary Blvd.	San Francisco	94118	(415) 750-5342
	John W. Kin Senior Center	590 Leland Ave.	San Francisco	94134	(415) 239-6233
	Kimochi, Inc.	1684 Post Street	San Francisco	94115	(415) 931-2294
	Laguna Honda ADHC	375 Laguna Honda Blvd.	San Francisco	94116	(415) 759-3360
	North & South of Market ADHC	55 Mabini Street	San Francisco	94107	(415) 882-7301
	On Lok Day Services	1333 Bush Street	San Francisco	94109	(415) 292-8725
	Recreation Center for the Handicapped	207 Skyline Boulevard	San Francisco	94132	(415) 665-4100
	Self Help for the Elderly	407 Sansome Street, Suite 300	San Francisco	94111	(415) 982-9171
	Shanti Project	730 Polk Street	San Francisco	94109	(415) 674-4719
	St. Mary's Hospital	450 Stanyan St.	San Francisco	94117	(415) 750-5592
	St Mary's Hospital ADHC	35 Onondaga Avenue	San Francisco	94112	(415) 334-4000
San Joaquin	Lodi Memorial Hospital Association	125 S. Hutchins Street	Lodi	95240	(209) 369-4443
	United Cerebral Palsy Assn	4550 North Pershing	Stockton	95207	(209) 956-0290
San Luis Obispo	Achievement House	P.O. Box 3060	San Luis Obispo	93403	
	Atascadero Christian Home	8455 Santa Rosa Road	Atascadero	93422	(805) 466-0281
	Cambria Community Council	P.O. Box 486	Cambria	93428	(805) 927-1147
	Creative Alternative for Learning and Living	11700 Viejo Camino	Atascadero	93422	(805) 466-0766
	United Cerebral Palsy of San Luis Obispo	1160 Marsh Street, Suite 102	San Luis Obispo	93401	(805) 543-2039
San Mateo	City of Foster City Senior Programs	650 Shell Blvd.	Foster City	94404	(650) 286-3378
	Coastside ADHC	645 Correas Street	Half Moon Bay	94019	(650) 726-5067
	Coastside Opportunity Center, Inc.	P.O. Box 1089	El Grenada	94018	(650) 726-9071

	East Palo Alto Senior Center	560 Bell Street	East Palo Alto	94303	(650) 329-5900
	Mills Peninsula Senior Focus	1783 El Camino Real	Burlingame	94010	(650) 696-4274
	Senior Coastsiders	535 Kelley Ave.	Half Moon Bay	94019	(650) 726-9056
	Seton Medical Center	1900 Sullivan Avenue	Daly City	94015	(650) 991-6680
Santa Barbara	Easy Lift Transportation	423 West Victoria	Santa Barbara	93101	(805) 568-5180
	Lifesteps Foundations, Inc.	1010 N. Railroad Avenue	Santa Maria	93458	(805) 349-9810
	Loma Linda U Med Center-Adult Day Svs	11406 Loma Linda Dr. East	Loma Linda	92354	(909) 558-6208
	Santa Maria Association for the Retarded	2445 A St	Santa Maria	93456	
	Santa Maria Organization of Transportation Helpers, Inc.	509 W. Morrison Avenue, Suite "A"	Santa Maria	93458	(805) 922-8476
Santa Clara	Camino Healthcare System	2400 Hospital Drive, MS LCR 114	Mountain View	94039-7025	(650) 940-7016
	El Camino Hospital Transportation Services	2681 Yorkton Drive	Mountain View	94039-7025	(650) 940-7345
	Outreach & Escort	97 E Brokaw Rd, Suite 140	San Jose	95112	(408) 436-2865
	Santa Clara Valley Transportation Authority	3331 N. First Street, Bldg 13	San Jose	95134-1906	(408) 321-5559
	Senior Coordinating Council of Palo Alto	701 E. Meadow Drive	Palo Alto	94303	(650) 327-2811
Santa Cruz	Citizen's Committee for the Homeless	115 Coral Street	Santa Cruz	95060-2104	(408) 464-0729
	Food and Nutrition Services, Inc.	236 Santa Cruz Avenue	Aptos	95003	(831) 688-8840
	Skills Center	2685 Mattison Avenue	Santa Cruz	95062	(831) 476-6501
Shasta	Shascade Community Services	1525 Pine Street	Redding	96001	(530) 245-1734
	Shasta Senior Nutrition Center	1205 Court St.	Redding	96001	(530) 244-0571
	Shasta Tehama Community College District	11555 Old Oregon Trail, P.O. Box 496006	Redding	96049	(530) 225-4817
	Stillwater Learning Program	2910 Veda Street	Redding	96001	(530) 241-8111
Sierra	INC. Senior Citizens of Sierra County	P.O. Box 675	Loyalton	96118	(530) 993-4770

Siskiyou	City of Yreka Senior Program	810 North Oregon Street	Yreka	96097	(916) 842-4386
	Siskiyou Opportunity Center	P. O. Box 304	Mount Shasta	96067	(530) 926-4698
Solano	Caminar Solano Programs	1745 Enterprise Drive, Bldg 2, Suite 2M	Fairfield	94533	(707) 421-4840
	City of Benicia	250 East L St.	Benicia	94510	(707) 746-4223
	City of Vacaville	650 Merchant St.	Vacaville	95688	(707) 449-5330
	Solano Diversified Services	300 Tuolumne St, Suite B	Vallejo	94590	(707) 552-0300
	Solano Transportation Authority	333 Sunset Ave., Suite 200	Suisun City	94585	(707) 438-0655
	Solano Work Services	720 Gordon Circle	Suisun	94585	(707) 864-1334
Sonoma	Becoming Independent	1425 Corporate Center Parkway	Santa Rosa	95407	(707) 527-5904
	CA Human Dev. Corp/Redwood Empire	1695 Piner Road, Suite A	Santa Rosa	95403	(707) 542-5609
	Council on Aging of Sonoma County	730 Bennett Valley Road	Santa Rosa	95404-5541	(707) 525-0143
	Friends House	684 Benicia Drive	Santa Rosa	95409	(707) 538-0152
	Old Adobe Developmental Services	235 Casa Grande Road	Petaluma	94954	(707) 763-9807
	Petaluma People Services Center	1500-A Petaluma Blvd., S	Petaluma	94952	(707) 765-8488
	The Middle Way	350 Morris St., Suite A	Sebastopol	95472	(707) 823-8755
	Volunteer Center of Sonoma County	153 Stony Circle, Suite 100	Santa Rosa	95401	(707) 573-3399
Stanislaus	Association for Retarded Citizens-Stanislaus	1424 Stonum Road	Modesto	95351	(209) 538-4000
	United Cerebral Palsy Association of Stanislaus/Tuolumne	1213 13th Street	Modesto	95354	(209) 577-2122
Tehama	Shasta Tehama Community College District	11555 Old Oregon Trail	Redding	96049	(530) 225-4817
Trinity	Golden Age Nutrition Center	P. O. Box 1413	Weaverville	96093	(530) 623-2324
Tulare	Heartland Opportunity Center	323 North E Street	Madera	93638	(558) 674-8828
	Porterville Sheltered Workshop	187 W. Olive Avenue	Porterville	93257	(209) 784-1399

Tuolumne	Tuolumne/Calaveras Assn. for the Handicapped	P.O. Box 7	Standard	95373	(209) 533-0510
	United Cerebral Palsy Assn. Stanislaus/Tuolumne	1213 - 13th St.	Modesto	95354	(209) 577-2122
Ventura	Camarillo Health Care District	3639 East Las Posas Road, Suite 117	Camarillo	93010	(805) 388-1952 x107
	ARC Ventura County (Camarillo)	5103 Walker St.	Ventura	93003	(805) 650-8611
	ARC Ventura County (Simi)	3340 E. Los Angeles Avenue	Simi Valley	93065	(805) 527-1358
	Help of Ojai - c/o City of Ojai	P.O. Box 621	Ojai	93023	(805) 646-5122
	Operation Warm-up	P.O. Box 6283	Oxnard	93031	(805) 486-0473
Yolo	Eskaton/Yolo	20 North Cottonwood Street	Woodland	95695	(530) 666-8828
	United Christian Center	110 6th Street	West Sacramento	95605	(916) 372-0200
	Yolo Employment Services	660 Sixth Street	Woodland	95695	(530) 488-2155
Yuba	Sutter-Yuba Mental Health Services	1965 Live Oak Boulevard	Yuba City	95992	(530) 822-7200
	Yuba-Sutter Transit	2100 B Street	Marysville	95991	(530) 634-6880

APPENDIX F

COMMUNITY BASED ORGANIZATIONS

County	Agency	Address	City	Zip Code	Phone
Alameda	Livermore Senior Services Center	2466 8th Street	Livermore	94550	(925) 373-5760
Fresno	Friendly Visitor Service	2450 E. San Ramon, SR 131	Fresno	93740	(559) 278-6131
Los Angeles	Alma Family Services	6505 Rosemead Blvd., Suite 300	Pico Rivera	90031	(562) 801-4626
	Beverly Foundation		Pasadena		(626) 792-2292
	Children's Institute International	711 S. New Hampshire Avenue	Los Angeles	90005	(213) 385-5100
	Whittier, City of	13230 Penn Street	Whittier	90602-1772	(562) 464-3301
	Didi Hirsch Psychiatric Services	4760 S. Sepulveda	Culver City	90230	(213) 390-6612
	El Centro Community Mental Health Center	1436 S. Goodrich Blvd.	Los Angeles	90022	(323) 725-1337
	Fame/Good Shepherd Center Housing Development	2270 S. Harvard Blvd.	Los Angeles	90018	(323) 732-1122
	Jewish Family Services of Los Angeles	330 N. Fairfax Avenue	Los Angeles	90036	(323) 937-5900
	Errand Volunteers	514 N. Prospect Avenue, 3rd Floor	Redondo Beach	90277	(310) 374-3426
	Los Amigos Research & Education Institute, Inc.	P.O. Box 3500, Los Amigos Station	Downey	90242	(562) 401-7402
	Prototypes, A Center For Innovation	5601 W. Slauson Avenue, Suite 200	Culver City	90230	(310) 641-7795
	Sisters of Nazareth	3333 Manning Avenue	Los Angeles	90064	(310) 839-2361
	Southern California Rehabilitation Service	12458 Rivers Avenue	Downey	90242	(562) 862-6531
	Care Van, Inc.	1847 Dana Street	Glendale	91201	(818) 502-0353
	CareXchange	6300 Canoga Avenue	Woodland Hills	91367	(800) 445-2520
Nevada	Gold Country Telecare, Inc.	P.O. Box 2161	Grass Valley	95945	(530) 272-1710
Orange	Tustin, City of	300 Centennial Way	Tustin	92780	(714) 573-3000

	Huntington Beach Seniors' Outreach Program	1718 Orange Avenue	Huntington Beach	92648	(714) 960-2478
	Laguna Niguel Transportation Program	24602 Aliso Creek Road	Laguna Niguel	92677	(949) 425-5151
	Brea Shuttle	1 Civic Center Circle	Brea	92821	(714) 990-7671
Riverside	Transportation Reimbursement and Information Program (TRIP)	6296 Rivercrest Drive, Suite K	Riverside	92507	(909) 697-4697
Sacramento	Elder Escorts	909 - 12th Street, Suite 200	Sacramento	95814	(916) 447-7063
San Bernardino	Get SMART (Senior Mobility and Reliable Transportation)	13170 Central Avenue	Chino	91710	(909) 591-9836
	San Bernardino County Public & Specialized Transportation Directory	472 N. Arrowhead Avenue	San Bernardino	92401	(909) 884-8276
San Diego	Palomar Pomerado Health System	15255 Innovation Drive, Suite 102	San Diego	92128-3408	(619) 675-5455
	Local Shopping Van Service	2640 Decatur Road	San Diego	92106	(619) 223-1640
Santa Barbara	Lompoc, City of	P.O. Box 8001	Lompoc	93438	(805) 875-8268
Santa Cruz	Volunteer Center	1010 Emelne Avenue	Santa Cruz	95060	(831) 427-5070
Solano	Senior Escort	575 Sacramento Street	Vallejo	94590	(707) 643-1797
Stanislaus	Catholic Charities Transportation Program	400 12th Street, Suite 4	Modesto	95354	(209) 529-3784
Yolo	Davis Community Transit	23 Russell Boulevard	Davis	95616	(530) 757-4408

RIDESHARING ORGANIZATIONS

County	Agency	Address	City	Zip Code	Phone
Alameda	Metropolitan Transportation Commission	Metro Center, 101 8th Street	Oakland	94607-4700	(510) 464-7700
	RIDES for Bay Area Commuters	1333 Broadway, Suite 601	Oakland	94612	(510) 208-3708
Contra Costa	TRANSPAC	100 Gregory Lane	Pleasant Hill	94523	(925) 671-5249
Fresno	Central Valley Ridesharing	2100 Tulare Street, Suite 6	Fresno	93721	(559) 441-7433
Kern	Kern Commuter Connection	1401 - 19th Street, Suite 300	Bakersfield	93301	(661) 861-2191
Los Angeles	Southern California Association of Governments	818 West Seventh Street, 12th Floor	Los Angeles	90017	(213) 236-1800
Madera	Madera County Transportation Commission	1816 Howard Road, Suite 8	Madera	93637	(559) 675-0721
Monterey	AMBAG Commute Alternatives/Ridesharing	445 Reservation Road, Suite G	Marina	93933-0809	(831) 883-3750
Sacramento	Sacramento Area Council of Governments	3000 S Street, Suite 300	Sacramento	95816	(916) 457-2264
San Benito	Council of San Benito County Governments	3220 Southside Road	Hollister	95023	(836) 377-6650
San Bernardino	San Bernardino Association of Governments	472 N. Arrowhead Avenue	San Bernardino	92401	(909) 884-8276
San Diego	San Diego Association of Governments	Wells Fargo Plaza 401 B Street, Suite 800	San Diego	92101-4231	(619) 595-5300
San Joaquin	San Joaquin County Council of Governments	6 South El Dorado Street, Suite 400	Stockton	95202	(209) 468-3913
San Luis Obispo	San Luis Obispo Regional Ridesharing	1150 Osos Street, Suite 206	San Luis Obispo	93401	(805) 781-4462
San Mateo	Peninsula Congestion Relief Alliance	333 Gellert Blvd.	Daly City	94015	(650) 994-7924
Santa Barbara	Santa Barbara County Association of Governments	222 East Anapamu Street, Suite 11	Santa Barbara	93101	(805) 568-2546
Santa Cruz	Santa Cruz County Regional Transportation Commission	1523 Pacific Avenue	Santa Cruz	95060-3911	(831) 460-3200
Solano	Solano Commuter Information	333 Sunset Avenue, Suite 220	Suisun City	94585	(707) 432-1996
Tulare	Visalia, City of	315 East Acequia Avenue	Visalia	93291	(559) 738-3305

REGIONAL CENTERS SERVED

Alta California Regional Center
2135 Butano Drive
Sacramento, CA 95825
(916) 978-6400

(Alpine, Colusa, El Dorado, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo,
and Yuba counties)

Central Valley Regional Center
5168 North Blythe Avenue
Fresno, CA 93722
(559) 276-4300

(Fresno, Kings, Madera, Mariposa, Merced, and Tulare counties)

Eastern Los Angeles Regional Center
1000 South Fremont
Alhambra, CA 91802
(626) 299-4740

(Eastern Los Angeles county including the communities of Alhambra and
Whittier)

Far Northern Regional Center
1900 Churn Creek Road, #319
Redding, CA 96049
(530) 222-4791

(Butte, Glenn, Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and
Trinity counties)

Frank D. Lanterman Regional Center
3303 Wilshire Boulevard, Suite 700
Los Angeles, CA 90010
(213) 383-1300

(Central Los Angeles County including Burbank, Glendale, and Pasadena)

Golden Gate Regional Center
120 Howard Street, Third Floor
San Francisco, CA 94105
(415) 546-9222

(Marin, San Francisco, and San Mateo counties)

Harbor Regional Center
21231 Hawthorne Boulevard
Torrance, CA
(310) 540-1711

(Southern Los Angeles County including Bellflower, Harbor, Long Beach, and Torrance)

Inland Regional Center
674 Brier Drive
San Bernardino, CA 92408
(909) 890-3000

(Riverside and San Bernardino counties)

Kern Regional Center
3200 North Sillect Avenue
Bakersfield, CA 93308
(661) 327-8531

(Inyo, Kern, and Mono counties)

North Bay Regional Center
10 Executive Court
Napa, CA 94558
(707) 256-1100

(Napa, Solano, and Sonoma counties)

North Los Angeles County Regional Center
15400 Sherman Way, Suite 170
Van Nuys, CA 91406
(818) 778-1900

(Northern Los Angeles County including San Fernando and Antelope Valleys)

Redwood Coast Regional Center
525 Second Street, Suite 300
Eureka, CA 95501
(707) 445-0893

(Del Norte, Humboldt, Mendocino, and Lake counties)

Regional Center of the East Bay
7677 Oakport Street, Suite 1200
Oakland, CA 94621
(510) 383-1200

(Alameda and Contra Costa counties)

Regional Center of Orange County
801 Civic Center Drive West, Suite 300
Santa Ana, CA 92701
(714) 796-5222

(Orange County)

San Andreas Regional Center
300 Orchard City Drive, Suite 170
Campbell, CA 95008
(408) 374-9960

(Monterey, San Benito, Santa Clara, and Santa Cruz counties)

San Diego Regional Center
4355 Ruffin Road, Suite 205
San Diego, CA 92123
(858) 576-2932

(Imperial and San Diego counties)

San Gabriel/Pomona Regional Center
761 Corporate Center Drive
Pomona, CA 91768
(909) 620-7722

(Eastern Los Angeles County including El Monte, Monrovia, Pomona, and Glendora)

South Central Los Angeles Regional Center
650 West Adams Boulevard, Suite 200
Los Angeles, CA 90007
(213) 763-7800

(Southern Los Angeles County including the communities of Compton and Gardena)

Tri-Counties Regional Center
520 East Montecito Street
Santa Barbara, CA 93103
(805) 962-7881

(San Luis Obispo, Santa Barbara, and Ventura counties)

Valley Mountain Regional Center
7109 Danny Drive
Stockton, CA 95210
(209) 473-0951

(Amador, Calaveras, San Joaquin, Stanislaus, and Tuolumne counties)

Westside Regional Center
5901 Green Valley Circle, Suite 320
Culver City, CA 90230
(310) 258-4000

(Western Los Angeles county including the communities of Culver City, Inglewood, and Santa Monica)

TRANSPORTATION BY FUNDING SOURCE

		5307	5309	5311	5310	5303	5313	3037	3038	CMAQ*	STP	STA (TDA)	Local Sales Tax (TDA)	PTA	SHA	State General Fund	
Types of Transit Service	Bus	X	X	X	X			X		X	X	X	X	X		X	
	Rail	X	X					X		X	X	X	X	X		X	
	Taxi			X								X	X			X	
	Private Auto																
	Private Shuttles															X	
	Paratransit/ Dial-A-Ride			X	X			X		X	X	X	X			X	
	Ride share (including vanpools & carpools)				X			X		X		X				X	

*Rural areas may not qualify for CMAQ funds

GLOSSARY OF TERMS

ADA

Americans with Disabilities Act

The ADA defines the responsibilities of requirements for transportation providers to make transportation accessible to individuals with disabilities. The USDOT published the Final Rule on Transportation for Individuals with Disabilities on September 6, 1991.

BART

Bay Area Rapid Transit

Caltrans

California Department of Transportation

CBO

Community Based Organization

CMAQ

Congestion Mitigation and Air Quality Program

This program considers projects or programs which will contribute to attainment of National Air Ambient Air Quality Standards (NAAQS) with a focus on ozone and carbon monoxide. Only ozone non-attainment areas receive CMAQ funds.

CTC

California Transportation Commission

CTSA

Consolidated Transportation Service Agency

DMT

Division of Mass Transportation within Caltrans

DMV

Department of Motor Vehicles

DOT

Department of Transportation (Caltrans)

FHWA

Federal Highway Administration

Established to assure development of an effective national road and highway transportation system, it administers the Section 18 non-urbanized transit assistance program jointly with UMTA.

FTA

Federal Transit Administration

ISTEA

Intermodal Surface Transportation Efficiency Act of 1991

This is a federal law enumerating the policy of the United States to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner. ISTEA expired in 1997.

JARC

Job Access and Reverse Commute

LTF

Local Transportation Fund. See TDA

MPO

Metropolitan Planning Organization

The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes.

MTC

Metropolitan Transportation Commission

The transportation planning agency for the nine county San Francisco Bay Area.

MUNI

San Francisco Municipal Railway

P&M

Physical and Mental Conditions

Generally, medical conditions or physical impairments and limitations that can affect a person's ability to safely and competently drive a motor vehicle. These generally fall into one of two broad categories including:

Physical conditions include cardiovascular problems, hearing problems, muscle/skeletal problems, neurological problems, vision problems, or diabetes mellitus.

Mental conditions include dementia (due to brain tumors, thyroid disorders, toxicity, infections, oxygen deprivation, depression, or abuse of alcohol/drugs, etc.), Alzheimer's disease, lapses of consciousness (due to epilepsy, narcolepsy, sleep apnea, loss of cardiac output, etc.).

PTA

Public Transportation Account (formerly TP&D account)

RPA

Regional Planning Agency

A non-profit, quasi-public organization whose policy board is composed of member municipal government representatives, and which makes recommendations related to land use, the environment, human resources, housing, and transportation, for a specific region.

RTAP

Rural Transit Assistance Program

RTPA

Regional Transportation Planning Agency

RTPAs can be Local Transportation Commissions, Councils of Government, or Metropolitan Planning Organizations or statutorily-created agencies.

SCAG

Southern California Association of Governments

SHA

State Highway Account

S&HC

Streets and Highways Code

SIP

State Implementation Plan

STA

State Transit Assistance

STP

Surface Transportation Program (federal funds from ISTEA and now TEA-21)

TANF

Temporary Assistance for Needy Families

TDA

Transportation Development Act

This is the act which specifies how the local sales tax for transportation purposes is distributed. It created the Transportation Planning and Development account.

TEA-21

Transportation Equity Act for the 21st Century. Enacted in 1998 and replaced ISTEA.

TIP

Transportation Improvement Program

A program of transportation projects, to be implemented over several years, growing out of the planning process and designed to improve transportation in a community. This program is required as a condition of a locality receiving federal transit and highway grants.

TP&D

Transportation Planning and Development Account (now called **PTA**)

This appropriates state planning funds, channels local transit funds, and is a source of legislative appropriations to projects and programs.

USDOT

United States Department of Transportation

UZA

Urbanized Area

An area designated by the Bureau of Census meeting certain criteria of population size and contiguity with a population of 50,000 or more.